

HISTORY OF THE
436th AIRLIFT WING
THE “EAGLE” WING
and
DOVER AIR FORCE BASE
DOVER, DELAWARE



PREFACE

Welcome to the 436th Airlift Wing. For nearly five decades the 436th Airlift Wing has distinguished itself while actively serving during some of the most important times in United States Air Force history. The recorded history of an Air Force organization is a tool which our present and future leaders use to effectively plan for proper deployment of forces.

This booklet does not cover the entire history of the 436th Airlift Wing. It does not detail the events in a manner which would assist USAF leaders in management decisions. However, it gives the reader an insight into the proud heritage of our wing. Every member of the Air Force needs to be familiar with their unit's heritage which is the intention of this pamphlet.

The 436th AW Office of History contains many volumes of information concerning wing events, aerospace history, operational photographs and miscellaneous historical memorabilia. The Office of History offers a wide range of services including in-depth contemporary historical research and USAF heraldry management. Approval of all unit emblem modification must be coordinated through the Office of History.

The 436th Office of History is a staff agency assigned to the wing commander. If you require information, the assistance of the USAF Historian will be yours. Feel free to stop by your local history office or call (302) 677-4369 (DSN 445-4369). USAF historians can point you in the right direction in your quest for knowledge.



Mission of the 436th AW Office of History:

Provide services by collecting, documenting and preserving all significant historical information for the 436th AW, Air Mobility Command, 18 AF, and the general public

JOHN T. MURPHY, DAFC
436th Airlift Wing Historian

TABLE of CONTENTS

	<u>Page</u>
Title Page	1
Preface	2
Table of Contents	3
Wing Emblem, Significance, and Motto	4
Assigned Units	5
Wing Staff Agencies	6
Associate Units	7
436th Airlift Wing Lineage and Honors	8
436th Airlift Wing Commanders	10
436th Airlift Wing History	11
436th Operations Group Lineage and Honors	14
3d Airlift Squadron Lineage and Honors	17
3d Airlift Squadron History	21
9th Airlift Squadron Lineage and Honors	24
9th Airlift Squadron History	28
436th Operations Support Squadron Lineage and Honors	31
436th Operations Support Squadron History	33
Dover Air Force Base History	34
Dover Air Force Base Weapons Systems	36
Firsts	39
Memorializations	41
Air Mobility Command Museum	42
436th Airlift Wing Operations/Contingency Participation	44
436th Airlift Wing Exercise Participation (off-station)	47
436th Airlift Wing Humanitarian Responses	50
Chronology	52
International Transit Map	62
Fact Sheet - C-5 A/B <i>Galaxy</i>	63
Fact Sheet - C-17A <i>Globemaster III</i>	65
436th Troop Carrier/ Airlift Wing Aircraft	68
Dover Port Mortuary History	70
Back Cover	76

Emblem, Significance and Motto



EMBLEM DESCRIPTION

Approved on 14 July 1966. On a shield or bordered argent (silver), an American bald eagle volant (wings outspread), azure (sky blue), highlighted bluebird, his wings superimposed over the border, airlifting with his talons a sphere of the second (white), fimbriated (border), longitude, latitude lines, grappling iron attached to upper area of sphere, all of the fourth (yellow).

SIGNIFICANCE

The principal colors of our emblem, blue, golden yellow and white, relate to the MAC and USAF emblem colors. The white and blue symbolize the sky and clouds, the theater where our Airlift mission is performed. The American bald eagle, our National bird, carrying the globe with his talons, symbolically indicates our global airlift support. Of the noble virtues, blue symbolizes vigilance, perseverance, and justice; white, the heraldic representation of silver, is for purity; and yellow, the heraldic representation of gold, is for knowledge and enlightenment.

MOTTO

ROBUSTUM AUXILIUM- "Powerful Support," approved on 14 July 1966.

Significance: The motto expresses the concept basic to airlift capabilities, that the wing's support of airlift is ever-present.

ASSIGNED UNITS

(as of 8 February 2011)

Unit

Initial Activation

436th Comptroller Squadron

10 May 1949

436th Operations Group

3rd Airlift Squadron

1 December 1991

9th Airlift Squadron

18 February 1942

436th Operations Support Squadron

1 December 1940

1 December 1991

436th Maintenance Group

436th Aerial Port Squadron

1 December 1991

436th Aircraft Maintenance Squadron

27 December 1965

436th Maintenance Squadron

1 October 1959

436th Maintenance Operations Squadron

10 May 1949

736th Aircraft Maintenance Squadron

1 October 1991

1 May 2007

436th Mission Support Group

436th Civil Engineer Squadron

1 September 1991

436th Communications Squadron

8 September 1950

436th Contracting Squadron

10 May 1949

436th Force Support Squadron

1 December 1991

436th Logistics Readiness Squadron

8 September 1950

436th Security Forces Squadron

8 September 1950

8 September 1950

436th Medical Group

436th Aerospace Medicine Squadron

1 October 1992

436th Dental Squadron

1 October 1992

436th Medical Operations Squadron

1 October 1992

436th Medical Support Squadron

1 October 1992

1 October 1992

436th Airlift Wing Staff Agencies

(as of 18 December 2011)

AFSO 21

Anti-Terrorism

Chaplain

Command Post

Comptroller Squadron

Equal Opportunity

History

Information Protection

Inspector General

Legal

Museum

Plans and Programs

Protocol

Public Affairs

Safety

Sexual Assault Prevention and Response

Voluntary Protection Program

ASSOCIATE UNITS on Dover Air Force Base

(as of 18 December 2011)

512th Airlift Wing (AFRC)

Air Force Audit Agency (AFAA)

Air Force Mortuary Affairs Operations Center (AFMAOC)

Army & Air Force Exchange Service (AAFES)

Civil Air Patrol (CAP)

Defense Commissary Agency (DECA)

Department of Homeland Security

Detachment 3, 373 Training Squadron

Detachment 306, Headquarters 3rd FIR (OSI)

Detachment 361, Training Squadron

Flight System Services

Immigration and Naturalization Service (INS)

U.S. Army Corp of Engineers

United States Postal Service (USPS)

United Services Organization of Delaware (USO)

USAF Judiciary Area Defense Council (ADC)

USAF Reserve Officer Training Corps (ROTC)

436th Airlift Wing Lineage and Honors

LINEAGE:

436th Troop Carrier Wing, Medium established at Godman AFB, KY	10 May 1949
Activated (reserve) and stationed at Godman AFB, KY.	27 June 1949
Relocated to Standiford Municipal Airport, KY	20 October 1950
Ordered to Active Service	1 April 1951
Inactivated	6 April 1951
Activated (reserve) NY Naval Air Station (U.S.NAS, NY)	18 May 1955
Inactivated	15 May 1958
Redesignated 436th Military Airlift Wing and activated at Dover AFB, DE	27 December 1965
Organized and stationed at Dover AFB, DE.	8 January 1966
Redesignated 436th Airlift Wing	2 December 1991

ASSIGNMENTS:

Ninth Air Force	27 June 1949
First Air Force	1 August 1950 - 16 April 1951; 18 May 1955
Fourteenth Air Force	25 March - 15 May 1958
Twenty-First Air Force	8 January 1966 – 30 September 2003
Eighteenth Air Force	1 October 2003 - Present.

OPERATIONAL COMPONENTS:

Groups:

436th Troop Carrier, 27 June 1949 - 16 April 1951; 18 May 1955 - 15 May 1958
436th Operations, 1 December 1991 – Present.

Squadrons:

1st Military Airlift, 8 January 1966 - 30 June 1971.
3rd Military Airlift, 1 August 1973 - Present.
9th Military Airlift, 8 January 1966 – Present.
20th Military Airlift, 8 January 1966 - 1 August 1973.
31st Military Airlift, 8 January 1966 - 8 April 1969; 1 October 1989 - 1 December 1991.
39th Military Airlift, 8 January 1966 - 31 March 1971.
52d Military Airlift, 8 January 1967 - 8 February 1969 (detached).
58th Military Airlift, 1 July 1966 - 15 August 1971.

STATIONS:

Godman Air Force Base, Kentucky, 27 June 1949
Standiford Municipal Airport/Field, Kentucky, 20 October 1950 - 16 April 1951.
New York Naval Air Station, New York, 18 May 1955 - 15 May 1958.
Dover Air Force Base, Delaware, 8 January 1966 - Present.

AWARDS

Service Streamers:

World War II

American Theater.

Campaign Streamers:

World War II:

Ardennes-Alsace

Central Europe

Normandy

Northern France

Rhineland

Rome-Arno

Southern France

Southwest Asia:

Defense of Saudi Arabia

Liberation and Defense of Kuwait.

Armed Forces Expeditionary Streamers:

Grenada, 1983.

Decorations:

Distinguished Unit Citation:

France, 6 - 7 June 1944.

Air Force Outstanding Unit Awards

13 November - 18 December 1967

1 January 1968 - 31 December 1969

1 September 1971 - 30 June 1972

13 October - 14 November 1973

1 January 1974 - 30 April 1975

1 May 1975 - 31 May 1976

1 June 1976 - 31 May 1978

1 June 1978 - 31 May 1979

1 June 1981 - 31 May 1982

1 June 1982 - 31 May 1984

1 August 1992 - 31 July 1994

1 July 1997 - 30 June 1999

1 July 2000 - 30 June 2001

1 July 2001 - 30 June 2002

1 July 2002 - 30 June 2003

1 July 2003 - 30 June 2004

1 July 2004 - 30 June 2005

1 September 2007 - 31 August 2009

1 January— 31 December 2010



436th Airlift Wing Commanders

<u>Name</u>	<u>Date</u>
Brigadier General Albert M. Woody	27 June 1949
Inactivated	16 April 1951
Colonel Peyton Gibson	18 May 1955
Colonel Michael P. Yarnell	1 February 1957
Vacant	15 November 1957
Inactivated	15 May 1958
Brigadier General John B. Wallace	8 January 1966
Brigadier General Fred W. Vetter	29 January 1969
Brigadier General Kelton M. Farris	1 August 1970
Colonel Willum H. Spillers, Jr.	24 August 1972
Brigadier General Charles F.G. Kuyk, Jr.	11 June 1973
Brigadier General Click D. Smith, Jr.	3 April 1975
Colonel William J. Mall, Jr.	15 May 1978
Colonel Archer L. Durham	26 February 1979
Colonel Albert C. Guidotti	14 February 1980
Colonel Paul A. Harvey	26 January 1982
Colonel William H. Sistrunk	17 February 1983
Colonel Walter Kross	14 January 1985
Colonel Albert W. Estes	17 June 1987
Colonel Floyd K. Tedrow	26 February 1988
Colonel William J. Begert	14 September 1989
Colonel Michael A. Moffitt	1 June 1990
Brigadier General William Welser III	21 August 1992
Brigadier General Robert J. Boots	29 July 1994
Colonel Richard B. Bundy	10 May 1996
Colonel Felix M. Grieder	21 July 1997
Colonel S. Taco Gilbert III	23 July 1999
Colonel Scott Wuesthoff	23 July 2001
Colonel John I. Pray	7 May 2003
Colonel Samuel D. Cox	6 May 2005
Colonel Steven B. Harrison	8 May 2007
Colonel Manson O. Morris	9 January 2009
Colonel Mark D. Camerer	27 January 2011



436th Airlift Wing History

The 436th Airlift Wing preserves the rich heritage of the 436th Troop Carrier Group (TCG) through official bestowal of its lineage and honors. The 436 TCG, of World War II fame, activated 1 April 1943. The C-47 *Skytrain*, nicknamed the "Gooney Bird," became the first aircraft flown by the group. The group received airlift and troop transport training as a member of the mighty 9th Air Force while stationed at Bottesford, England, in January 1944. A short six months later, the 436 TCG earned the Distinguished Unit Citation for its first operational mission in support of Operation OVERLORD, better known as the invasion of Normandy. (D-Day, the Allied landing on Normandy beach that began the liberation of Europe and brought an end to the Second World War) On subsequent missions the group dropped troops, supplies, and gliders into Southern France and Holland. In March 1945, the 436 TCG participated in the Allied push across the Rhine River, heading towards Germany's heartland.



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Following the war, the 436 TCG mission changed to medical evacuation and the movement of prisoners of war until its inactivation in November 1945. On 10 May 1949, the 436th Troop Carrier Wing, Medium, (TCW (M)) activated as a ready reserve unit at Godman Air Force Base, Kentucky. The Standiford Municipal Airport, Kentucky, later to become Standiford Field, became the next home of the wing. The wing flew cargo and trainer aircraft under the supervision of the 2236th Air Force Reserve Training Center until its next inactivation on 16 April 1951. On 18 May 1955, the wing relocated to the New York Naval Air Station, New York, as a reserve unit under the 2230th Air Reserve Flying Center. The 436 TCW (M) resumed its training mission in cargo and trainer aircraft until its next inactivation on 15 May 1958.



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The 436th Troop Carrier Wing redesignated as the 436th Military Airlift Wing (MAW) on 27 December 1965. On 8 January 1966, the wing replaced the 1607th Air Transport Wing as the Military Airlift Command (MAC) host wing for Dover Air Force Base, Delaware. The 436 MAW operated heavy cargo aircraft such as the C-124 *Globemaster II*, Cargomaster and the C-141 *Starlifter*. Within a relatively short period the C-55 *Baron* replaced both the *Globemaster* and *Cargomaster* air-

frames. In the advent of advanced technology, the world's largest cargo aircraft, the C-5 *Galaxy*, became the primary airlift asset operated by the wing beginning in April 1971. By 1 August 1973, the wing became the Air Force's only all C-5 operational wing, with 38 of these giant airlifters assigned.

During the 1970s, the wing flew numerous missions to Southeast Asia, although primary routes served Europe, the Middle East, and Africa. The Cold War between the U.S. and the U.S.S.R. escalated during this decade. In 1973, the wing played a major role in the fortification of the country of Israel immediately following the beginning of the Yom Kippur War. For 33 consecutive days, the wing's aircrews remained in alert status in support of Operation NICKEL GRASS. The wing flew approximately 145 total trans-Atlantic missions during this operation. In total, the U.S. delivered more than 10,000 tons of cargo including ammunition and miscellaneous supplies to the nation of Israel.

During the 1980s, the wing provided strategic global airlift capability for the worldwide support of contingency and emergency war plans required to support Department of Defense objectives. The wing demonstrated its preeminent airlift capability through support of airlifting troops, equipment, and supplies to Panama. In December 1989, the U.S. removed military strongman Manuel Noriega from power, thereby restoring democracy to that Central American country.

During the 1990s, the wing displayed its prowess for operational airlift support. The massive airlift undertaken by Military Airlift Command and the wing moved troops to the country of Saudi Arabia in support of Operation DESERT SHIELD and then Operation DESERT STORM. On 2 December 1991, the wing was redesignated as the 436th Airlift Wing as part of an Air Force-wide reorganization. This reorganization also redesignated MAC to Air Mobility Command (AMC), with both of these events occurring on 1 June 1992. In January 1994, the number of flying squadrons decreased from three to two with the inactivation of the 31st Airlift Squadron. In September 1994, the 436 AW participated in Operations RESTORE/UPHOLD DEMOCRACY, the invasion of Haiti. In December 1995, wing aircrews supported Operation JOINT EN-

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DEAVOR, the implementation of the Dayton Peace accords in war-torn Bosnia-Herzegovina. In March 1999, the 436 AW supported Operation ALLIED FORCE, the bombing campaign designed to end Serbian aggression in Kosovo.

The new millennium ushered in a new time period, but wing operations remained constant - busy. The U.S. response to the September 2001 terrorist attacks ultimately flowed through Dover Air Force Base on 436 AW aircraft operated by 436 aircrews. As of February 2009,

the wing continues to meet essential airlift and transportation in support of Operations ENDURING FREEDOM and IRAQI FREEDOM.

The 436 AW also supported humanitarian airlift activities. Some of these include, but are not limited to, providing humanitarian aid to the survivors of the earthquake-ravaged countries of Turkey and Taiwan. Other airlift activities conducted by the wing include the delivery of supplies and equipment to Homestead Air Force Base, Florida, after that facility was leveled by Hurricane Andrew; delivery of food and medical supplies to the former Yugoslav Republic under Operation PROVIDE PROMISE; ferrying of food supplies and equipment to the former Soviet Union under Operation PROVIDE HOPE; delivery of more than 8,000 tons of supplies and 9,000 passengers to war-ravaged Somalia under Operation RESTORE HOPE; and the airlift of food and medicine destined for Kurdish refugees in northern Iraq under Operation PROVIDE COMFORT, and the removal of enriched uranium from the former Soviet Republic of Kazakhstan under Operation PROJECT SAPPHIRE. Also, throughout its existence the wing has and continues to fly presidential support missions supporting executive airlift and transportation around the globe.

The new millennium ushered in a new time period, but wing operations remained constant-busy. The U.S. response to the September 11, 2001, terrorist attacks ultimately flowed through Dover Air Force Base, on 436 AW aircraft operated by 436 aircrews. As of February 2011, the wing continues to meet essential airlift and transportation in support of Operations ENDURING FREEDOM, HORN OF AFRICA and NEW DAWN.



436th Operations Group Lineage and Honors

Lineage: Established as the 436th Troop Carrier Group on 23 March 1943. Activated on 1 April 1943. Inactivated on 15 November 1945. Activated in the reserve on 15 March 1947. Redesignated 436th Troop Carrier Group, medium on 27 June 1949. Inactivated on 16 April 1951. Activated on 18 May 1955. Inactivated on 15 May 1958. Activated and redesignated as 436th Operations Group on 1 December 1991.

Honors:

Service Streamers

World War II, American Theater

Decorations:

Distinguished Unit Citation:

France, 6-7 June 1944

Air Force Outstanding Unit Award:

1 August 1992 – 31 July 1994

1 July 1997 – 30 June 1999

1 July 2000 - 30 June 2001

1 July 2001 - 30 June 2002

1 July 2002 - 30 June 2003

1 July 2003 - 30 June 2004

1 July 2004 - 30 June 2005

1 September 2007 – 31 August 2009

1 January—31 December 2010

Assignments: 50th Troop Carrier Wing, 1 April 1943; 2 August 1943; January 1944
53d Troop Carrier Wing, 15 April 1943; 3 March 1944
61st Troop Carrier Wing, 19 July 1943
60th Troop Carrier Wing, 13 August 1943
Continental Air Forces, August-November 1945
Eleventh Air Force, 15 March 1947
323d Troop Carrier Wing, 17 October 1947
69th Air Division, Troop Carrier, 1 July 1948
436th Troop Carrier Wing, 27 June 1949-16 April 1951;
18 May 1955-15 May 1958
436th Airlift Wing, 1 December 1991 - Present

Components: *Squadrons:*

3d Airlift, 1 December 1991 to Present

9th Airlift, 1 December 1991 to Present

31st Airlift, 1 December 1991 – 14 January 1994

73d Troop Carrier, 1 July 1948 – 27 June 1949; 27 June 1949 – 1 July 1949

79th Troop Carrier, 1 April 1943 – 15 November 1945; 27 June 1949 – 16 April 1951
18 May 1955 – 15 May 1958

80th Troop Carrier, 1 April 1943 – 15 November 1945; 1 August 1947 – 1 July 1948
27 June 1949 – 16 April 1951

81st Troop Carrier, 1 April 1943 – 15 November 1945; 26 May 1947 – 1 July 1948

27 June 1949 – 16 April 1951; 22 August 1955 – 16 November 1957
 82d Troop Carrier, 1 April 1943 – 15 November 1945; 10 August 1947 – 27 June 1949
 27 June 1949 – 16 April 1951
 316th Troop Carrier, 15 March 1947 – 27 June 1949

Stations: Baer Field, Indiana, 1 April 1943; 16 – 28 December 1943; 15 August 1945
 Alliance Army Air Base, Nebraska, 2 May 1943
 Bottesford, England, 30 January 1944
 Membury Camp, England, 3 March 1944 – 18 February 1945
 Villaroche, France, 21 February – 15 July 1945
 Malden Army Airfield, Missouri, 8 September – 15 November 1945
 Godman Field, Kentucky, 15 March 1947
 Standiford Municipal Airport, Kentucky, 20 October 1950 – 16 April 1951
 New York Naval Air Station, 18 May 1955 – 15 May 1958
 Dover Air Force Base Delaware, 1 December 1991 – Present

Aircraft: C-47 <i>Skytrain</i> , 1943-45; 1949-51	C-45 <i>Expeditor</i> , 1949; 1955-57
T-7, <i>Hawker Hunter</i> , 1949-51	T-11, <i>Vampire</i> , 1949-51
T-28, <i>Trojan</i> , 1955	T-33, <i>Shooting Star</i> , 1955
C-46, <i>Commando</i> , 1955-57	C-119, <i>Flying Boxcar</i> , 1957
C-5, <i>Galaxy</i> , 1991 – Present	C-17, <i>Globemaster III</i> , 2008 - Present

Commanders:

Colonel Adriel N. Williams	1 April 1943
Unknown	1 October 1945
Unknown	15 March 1947
Unknown	18 May 1955
Colonel Jon A. Hawley	1 December 1991
Colonel Richard B. Bundy	6 July 1992
Colonel Timothy J. Kauffman	11 June 1993
Colonel Felix M. Grieder	5 July 1995
Colonel Michael L. Sevier	15 July 1997
Colonel Erwin F. Lessel III	17 July 1998
Colonel Mark S. Solo	14 January 2000
Colonel Kenneth R. Carson	5 October 2001
Colonel Michael R. Helms	1 October 2002
Colonel John E. Ball	30 January 2003
Colonel Leonard G. Heavner	15 June 2004
Colonel Merrill J. Alligood	27 February 2006
Colonel David B. Horton	21 March 2008
Colonel David E. Hafer	25 March 2010
Colonel David E. Pollmiller	25 July 2011

Operations: Trained for duty in Europe with the Ninth Air Force and continued training in England from January through May 1944. Began combat operations in June 1944 and participated in four major airborne operations until May 1945. The unit received a Distinguished Unit Citation for their first mission flown during the Normandy invasion. The mission consisted of airdropping paratroops from the U.S. Army's 101st Airborne Division over Normandy's beachhead in the early morning of 6 June 1944. Troop Carrier Group air-

crews also released gliders loaded with reinforcements of troops and supplies later that afternoon. The following morning, these men retrieved salvageable gliders from the drop zones.

In July 1944, the unit deployed 49 aircraft and crews to Italy in order to take part in the invasion of Southern France. There they released gliders carrying troops and dropped paratroopers into the assault area and flew resupply missions to France, dropping supplies to invading Allied forces. The unit would return to their base in England and prepare for their participation in the invasion of Holland. They performed similar combat missions in France, Italy, and Holland. War Department officials expanded the unit's scope by incorporating medical evacuation to their taskings during the assault on Holland.

Following World War II, they continued their medical evacuation efforts, transported former prisoners-of-war and trained paratroop drops with the French military.

In 1991, the 436th Operations Group (OG) began flying worldwide airlift missions. These included passengers, mail, medical evacuation, high priority cargo, humanitarian and diplomatic missions. The 436 OG served as the only combat-ready C-5 *Galaxy* unit capable of airdrop and special operations procedures in support of tactical forces and national objectives. The unit also executed special airlift missions in support of Operations IRAQI and ENDURING FREEDOM, since 2001. On 4 June 2007, the group received its first C-17 *Globemaster III* aircraft, adding another giant airlift weapons system to its inventory.

Emblem: Approved on 14 July 1966. (Groups use same emblem as parent wing)

Description: On a shield or bordered argent (silver), an American bald eagle volant (wings outspread), azure (sky blue), highlighted bluebird, his wings superimposed over the border, airlifting with his talons a sphere of the second (white), fimbriated (border), longitude, latitude lines, grappling iron attached to upper area of sphere, all of the fourth (yellow).

Significance: The principal colors of our emblem, blue, golden yellow and white, relate to the Military Airlift Command and USAF emblem and clouds, the theater where our airlift mission is performed. The American bald eagle, our National bird, carrying the globe with his talons, symbolically indicates our global airlift support. Of the noble virtues, blue symbolizes vigilance, perseverance, and justice; white, the heraldic representation of silver, is for purity; and yellow, the heraldic representation of gold, is for knowledge and enlightenment.



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Motto: ROBUSTUM AUXILIUM- “Powerful Support” The motto expresses the concept basic to airlift capabilities, that the wing's support of airlift is ever-present.

3d Airlift Squadron Lineage and Honors

Lineage: Constituted 3d Air Corps Ferrying Squadron on 18 February 1942. Activated on 7 March 1942. Redesignated 3d Transport Squadron on 24 March 1943. Disbanded on 1 December 1943. Reconstituted as 3d Transport Squadron and redesignated 3d Air Transport Squadron, Heavy, on 20 June 1952. Activated on 20 July 1952. Redesignated 3d Military Airlift Squadron on 8 January 1966. Redesignated 3d Airlift Squadron on 1 December 1991.

Honors:

Campaign Streamers:

World War II:

India-Burma

China Defensive

Southwest Asia:

Defense of Saudi Arabia

Liberation and Defense of Kuwait

Decorations:

Air Force Outstanding Unit Award

1 January 1963 – 1 February 1964

11 July 1966 – 10 July 1967

11 July 1967 – 10 July 1968

11 July 1968 – 12 June 1969

13 June 1969 – 12 June 1970

1 July 1972 – 30 June 1973

13 October – 14 November 1973

1 January 1974 – 30 April 1975

1 May 1975 – 31 May 1976

1 June 1976 – 31 May 1978

1 June 1978 – 31 May 1979

1 June 1981 – 31 May 1982

1 June 1982 – 31 May 1984

1 August 1992 – 31 July 1994

1 July 1997 – 30 June 1999

1 July 2000 - 30 June 2001

1 July 2001 - 30 June 2002

1 July 2002 - 30 June 2003

1 July 2003 - 30 June 2004

1 July 2004 - 30 June 2005

1 September 2007 — 31 August 2009

1 January - 31 December 2010

Miscellaneous:

Republic of Vietnam Gallantry Cross with Palm, 1 April 1966 – 28 January 1973

Assignments: 1st Ferrying Group, 7 March 1942 – 1 December 1943

1703d Air Transport Group, 20 July 1952

1700th Air Transport Group, 18 June 1957

1608th Air Transport Wing, 24 November 1957
 1608th Air Transport Group, 18 June 1958
 437th Military Airlift Wing, 8 January 1966
 436th Military Airlift Wing, 1 August 1973
 436th Operations Group, 1 December 1991 – Present

Stations: Pope Field, North Carolina, 7 March 1942
 Charleston Field, South Carolina, 17 - 19 March 1942; 18 June 1958
 Karachi, India, 15 May 1942
 New Malir Cantonment, India, 17 May 1942
 Chabau, India, 1 August 1942 – 1 December 1943
 Brookley Air Force Base, Alabama, 20 July 1952
 Dover Air Force Base Delaware, 1 August 1973 – Present

Aircraft: C-46, *Commando*, 1942-43 C-124, *Globemaster II*, 1952-67
 C-74, *Globemaster*, 1955 C-141, *Starlifter*, 1965-73
 C-5, *Galaxy*, 1973 – 2007 C-17, *Globemaster III*, 2007 – Present

Commanders:

Unknown	7 March 1942
Major Roy O. Ralston	January 1943
Major Hiram Griffin	20 July 1952
Lieutenant Colonel Eugene P. Pitts, Jr.	1 October 1953
Lieutenant Colonel Charles W. Kelso	June 1955
Major Claude W. Allen	1 July 1956
Major Everett W. Langworthy	1 January 1957
Lieutenant Colonel Earle W. Kelley	19 June 1957
Lieutenant Colonel Donald E. Matthews	June 1958
Lieutenant Colonel Earle R. Kingsley	16 April 1960
Lieutenant Colonel William M. McKinzie	1 August 1961
Lieutenant Colonel William L. Smith	3 June 1965
Lieutenant Colonel Leonard F. Burke	1 August 1965
Lieutenant Colonel Glen R. Hempleman	December 1966
Lieutenant Colonel William H. McVey	December 1967
Colonel A.F. Dunlay	5 August 1968
Lieutenant Colonel Rudy Krueger	September 1969
Lieutenant Colonel Joseph E. Nutt	December 1969
Lieutenant Colonel Lawrence F. Uebell	March 1970
Colonel Robert H. Potts	1 April 1971
Colonel Ray D. Shelton	30 November 1972
Lieutenant Colonel Myron D. Harnly	19 August 1974
Lieutenant Colonel James B. O'Connor	28 February 1975
Lieutenant Colonel Roy B. Dille, Jr.	3 September 1976
Lieutenant Colonel Delwin K. Bopp	25 July 1978
Lieutenant Colonel Anthony F. Ferdinando	16 July 1979
Lieutenant Colonel Charles J. Dumas	15 June 1981
Lieutenant Colonel Douglas M. Senter	3 May 1982

Lieutenant Colonel William J. Begert	17 January 1983
Lieutenant Colonel Joseph F. Mathis	18 June 1984
Lieutenant Colonel Charles J. Jernigan	24 June 1985
Lieutenant Colonel John L. Sole	3 March 1987
Lieutenant Colonel Garold R. Garber	7 December 1988
Lieutenant Colonel Bradley S. Baker	4 January 1991
Lieutenant Colonel Stephen P. Nelson	1 August 1993
Lieutenant Colonel Ronald E. Richburg	12 February 1996
Lieutenant Colonel Francis W. Sick, Jr.	13 June 1997
Lieutenant Colonel John R. Smith	7 July 1999
Lieutenant Colonel Andrew Redmond	6 April 2001
Lieutenant Colonel Gordon S. Campbell	28 July 2003
Lieutenant Colonel Michael K. Webb	Unknown
Lieutenant Colonel Keith Thibodeaux	1 May 2007
Lieutenant Colonel Kevin J. Gordon	27 February 2009
Lieutenant Colonel Charles M. Velino	3 November 2010

Operations: Air transport missions for Tenth Air Force from May to December 1942, and thereafter for the India-China Wing, Air Transport Command. Missions included frequent trips over the “Hump” into China in support of Fourteenth Air Force. The squadron suffered extensive losses in both aircraft and personnel while flying hazardous missions in support of ground forces, including the air supply operations with General Stillwell’s beleaguered forces in northern Burma in 1942. In the post-war period, the squadron operated until 1957 to points in Greenland, the Caribbean, Europe, South America and support for Strategic Air Command operations. In 1957, the squadron began flying scheduled missions to North Africa. Notable operations include the United Nations Congo airlift in the early 1960s, the Cuban missile crisis in 1962, electronic counter measure missions in the early and mid-1960s, humanitarian missions and major and minor airlift exercises, both in the continental United States and overseas. The squadron began flying missions to Southeast Asia in the mid-1960s in support of U.S. operations in Vietnam. Since the early 1970s the squadron has conducted global aerial transport operations under the direction of the Department of Defense in support of the 436th Military Airlift Wing and provided transportation of personnel and material worldwide.



Emblem: Approved on 31 July 1959.

Description: On a Blue disc, bordered blue, a Golden Yellow sun issuing from dexter (right), radials Blue, the perimeter surmounted by a White lightning flash arched; in chief three small White stars forming “Orion’s Belt”; in sinister (left) one (1) large White star “Sirius”; over all a Golden crown trimmed Red, lined Blue with highlights White, outlines and details Blue.

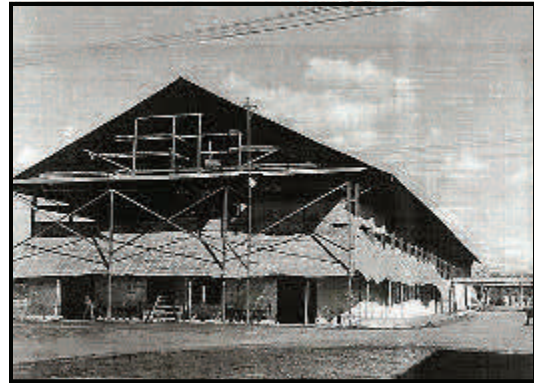
Significance: The emblem is symbolic of the squadron and its mission. The golden crown is a symbol of prestige and indicates the squadron is traditionally dependable. The deep blue sky, golden sun, and lightning indicate around-the-clock operations in any kind of weather. The radials of the sun correspond to the meridians of the globe to indicate worldwide coverage of the squadron’s mission. The lightning bolt, derived from the SAC emblem, indicates that our primary mission is preparedness for any emergency and the support of SAC in any such situation. The three smaller stars represent the 3 ATS and are shown as the three stars of the northern sky known as “Orion’s Belt.” These stars are the pointer system used to locate “Sirius,” the brightest star in the heavens. “Sirius” then represents the 3 ATS, the brightest star in the MATS command. The emblem bears the Air Force colors, ultramarine blue and golden yellow.

Motto: SAFE, SWIFT, SURE.

History of the 3d Airlift Squadron

As one of the two flying units assigned to the 436th Operations Group, the 3d Airlift Squadron (3 AS) is seasoned with excellence and pride. The history of the 3d Airlift Squadron began in the early days of World War II, at Pope Field, North Carolina. Their original designation was the 3d Air Corps Ferrying Squadron. During the war, the 3d flew the Curtiss C-46 *Commando* aircraft and was stationed at various locations throughout India. During World War II, the unit moved to Chabau, Upper

Assam, India. Later, it transferred responsibilities to the China Wing of the Air Transport Command. In this command they carried supplies and equipment back and forth across the treacherous "Hump." The squadron disbanded in 1943.



1st Ferrying Group Operations Building.
Chabau, Assam, India 1943

During the Korean War, the squadron reconstituted as the 3d Air Transport Squadron (ATS), Heavy, and activated at Brookley Field, Alabama. They began flying regularly scheduled airlift missions utilizing their eight C-124 *Globemaster* aircraft. Some of the places they serviced included the Arctic, Caribbean and South America. In June 1958, the squadron moved to Charleston Air Force Base, South Carolina, where it continued to fly the C-124 until August 1965 and became the first east coast transport squadron to transition to jets with the conversion to the C-141 *Starlifter*.

In June 1970, the 3d Military Airlift Squadron (3 MAS) received the first operational C-5 *Galaxy* to be assigned to the Military Airlift Command. Three years later, the 3d made its final geographical move as part of the 436th Airlift Wing at Dover Air Force Base, Delaware. Squadron aircrews flew support missions for French troops in support of the Zaire peacekeeping effort. For their efforts, they were co-recipients with the 9 MAS for the 1978 Mackay Trophy, for the most meritorious flight of the year. The 3 AS proved itself and its aircraft to be highly mission-ready by setting Air Mobility Command records for departure reliability.

The squadron participated in many major military operations. Some of these include NICKEL GRASS during the Arab-Israeli conflict of 1973, URGENT FURY - the rescue operation of Grenada in 1983 and JUST CAUSE - the liberation of Panama in late 1989.

In 1986, the 3 MAS received the 436 MAW's flying eagle award four times, for having the highest percentage of on-time departures. In April 1988, a 3 MAS aircrew, overcoming the difficulties of flying into unfamiliar territory, airlifted drilling equipment into Semipalatinsk, Union of Soviet Socialist Republic (U.S.S.R). The mission assisted the multi-national effort to monitor the detonation of nuclear weapons. The crew earned its second Mackay Trophy for this mission. In 1990, the 3 AS flew many sorties and completed many missions in support of Operations DESERT SHIELD and STORM.

At the turn of the millennium, the 3 AS found itself heavily dedicated in supporting the enforcement of the no-fly zones over Iraq. The squadron contributed to America's peacekeeping mission in Bosnia-

Herzegovina in support of Operation JOINT FORGE. Following the 2001 terrorist attacks on the United States, the dedicated warriors of the 3 AS once again were on the forefront of America's Global Reach. The unit provided airlift support for the President of the United States and supported both Operations ENDURING FREEDOM and NOBLE EAGLE. The 3 AS became the first C-5 unit to deploy into the region. The 3 AS aircrews extracted Princess Patricia's Canadian Light Infantry Regiment from Kandahar International Airport. They achieved a 100 percent on-time departure rate and completed the mission with fewer sorties than originally planned. Mission success parlayed the squadron into accepting a re-supply of forces mission in the rugged terrain of Afghanistan. The 3 AS surged to more than 360 percent of its peacetime tempo while continuing its regular airlift operations around the world.

In 2005, the squadron led the C-5 Avionics Modernization Program and flew the first-ever operational mission. Third aircrews fielded the first C-5 Night Vision Goggle Airland crew that flew blacked-out into a combat zone. The unit supported the major relief effort in the wake of Hurricane Katrina. They transported several water pumping stations into New Orleans, Louisiana. They developed and implemented procedures during the test of the of the U.S. Army's newest deployable flight simulator. Aircrews from the 3 AS safely recovered an aircraft that experienced the inability to lower a main landing assembly during Instrument Meteorological Conditions in mountainous terrain.

In September 2006, the unit accepted a new training facility for the *Globemaster III* aircraft. The 3 AS accepted the responsibility of using the Air Force's newest transport aircraft, the C-17 *Globemaster III* and on 14 March 2007 flew its final C-5 mission. The "Spirit of the Constitution" became the squadron's first C-17 aircraft on 4 June 2007. Thanks to the expertise of wing maintenance personnel and Boeing contractor professionals, the squadron flew its first C-17 mission in support of Operation IRAQI FREEDOM less than 24-hours after the installation accepted delivery, on 23 May 2008. On 13 August 2008, the 3 AS became the first C-17 unit to transit the country of Georgia, as they transported relief supplies during a humanitarian mission. In June 2009, the 3 AS became the first flying unit from the 436th Airlift Wing to deploy, as a whole, in support of Operation IRAQI FREEDOM.



3 AS personnel process through their mobility line prior to deploying.

9th Airlift Squadron Lineage and Honors

Lineage: Constituted 9th Transport Squadron on 4 July 1938. Activated on 1 December 1940. Redesignated 9th Troop Carrier Squadron on 4 July 1942. Inactivated on 15 October 1946. Redesignated 9th Troop Carrier Squadron, Medium, on 10 May 1949. Activated in the reserve on 27 June 1949. Ordered to active service on 1 May 1951. Inactivated 9 May 1951. Redesignated 9th Troop Carrier Squadron, Heavy, on 1 March 1953. Activated on 20 June 1953. Discontinued and inactivated on 18 January 1963. Activated on 13 November 1964. Organized on 1 January 1965. Redesignated 9th Military Airlift Squadron on 8 January 1966. Discontinued and inactivated on 8 September 1968. Activated on 8 April 1971. Redesignated 9th Airlift Squadron on 1 December 1991.

Honors:

Service Streamers:

World War II, American Theater

Campaign Streamers:

World War II:

Air Offensive, Japan

Eastern Mandates

Western Pacific

Ryukyu Islands

New Guinea

Bismark Archipelago

Leyte

Decorations:

Air Force Outstanding Unit Award:

2 March – 31 May 1955

1 July 1957 – 10 December 1962

18 September – 15 December 1960

9 September 1960 – 13 December 1961

13 November – 18 December 1967

1 January – 8 September 1968

1 September 1971 – 30 June 1972

13 October – 14 November 1973

1 January 1974 – 30 April 1975

1 May 1975 – 31 May 1976

1 June 1976 – 31 May 1978

1 June 1978 – 31 May 1979

1 June 1981 – 31 May 1982

1 June 1982 – 31 May 1984

1 August 1992 – 31 July 1994

1 July 1997 – 30 June 1999

1 July 2000 - 30 June 2001

1 July 2001 - 30 June 2002

1 July 2002 - 30 June 2003

1 July 2003 - 30 June 2004

1 July 2004 - 30 June 2005

1 September 2007—31 August 2009

1 January - 31 December 2010

Miscellaneous

Republic of Vietnam Gallantry Cross w/ Palm, 1 April 1966 – 8 September 1968
8 April 1971 – 28 January 1973

Assignments: 63d Transport Group, 1 December 1940
63d Troop Carrier Group, 27 June 1949 – 9 May 1951;
20 June 1953 – 18 January 1963
Seventh Air Force, 3 February 1944
VI Air Service Area Command, 25 July 1945
Army Air Forces, Middle Pacific, 15 December 1945
Pacific Air Command, 1 January 1946
Far East Air Service Command, 9 January 1946
54th Troop Carrier Wing, 15 January 1946; 15 May 1946
374th Troop Carrier Group, February 1946
403d Troop Carrier Group, 31 May – 15 October 1946
Military Air Transport Service, 13 November 1964
1607th Air Transport Wing, 1 January 1965
436th Military Airlift Wing, 8 January 1966 – 8 September 1968
1 April 1971 – 30 November 1991
436th Operations Group, 1 December 1991 – Present

Stations: Patterson Field, Ohio, 1 December 1940
Brookley Field, Alabama, 18 September 1941
Camp Williams, Wisconsin, 24 May 1942
Dodd Field, Texas, 18 September 1942
Stuttgart, Arkansas, 11 November 1942
Victorville, California, 18 December 1942
Fort Sumner Army Airfield, New Mexico, 4 April 1943
Lawson Field, Georgia, 7 May 1943
Grenada Army Airfield, Mississippi, 3 June 1943 - 17 January 1944
Hickam Field, Hawaii, 21 February 1944
Abemama Island, 27 March 1944
Saipan, 4 August 1944
Guam, July – 15 October 1946
Floyd Bennett Naval Air Station, New York, 27 June 1949 – 9 May 1951
Altus Air Force Base, Oklahoma, 20 June 1953
Donaldson Air Force Base, South Carolina, 15 October 1953 – 18 January 1963
Dover Air Force Base, Delaware, 1 January 1965 – 8 September 1968
1 April 1971 – Present

Aircraft: C-34 <i>Airmaster</i> , 1940-41	C-33 <i>Debonair</i> , 1940-41
C-39, DC-2, 1940-41	C-50, <i>Twin bonanza</i> , 1942
C-52, Unknown 1942	C-53, <i>Skytrooper</i> , 1942-43
C-47, <i>Skytrain</i> , 1942-46; 1949-51	C-46, <i>Commando</i> , 1945-46
C-54, <i>Skymaster</i> , 1946	C-124, <i>Globemaster II</i> , 1953-63; 1965-66
C-141, <i>Starlifter</i> , 1966-68	C-5, <i>Galaxy</i> , 1971 – Present

Commanders:

1st Lieutenant Herman E. Hurst	1 December 1940
Captain Robert H. Monroe	21 August 1941
1st Lieutenant James L. Evans	Unknown
1st Lieutenant Thomas D. Hagood	31 July 1942
Captain Jack m. Smith	Unknown
Captain Robert I. Simkins	1 January 1946
Captain Robert T. Best	Unknown
Unknown	27 June 1949 – 9 May 1951
Lieutenant Colonel Dewey R. Bridges	1954
Major Lawrence F. Uebel	1955
Lieutenant Colonel Dewey R. Bridges	1958 – 1960
Lieutenant Colonel Foy B. Frost	1960 - 1962
Unknown	1962 – 18 January 1963
Lieutenant Colonel Vernon N. Luber	1968
Colonel Barr D. Younker	1 April 1971
Colonel Richard G. Ohlheiser	9 January 1973
Lieutenant Colonel Richard E. Leal	1 March 1975
Lieutenant Colonel James E. Stone	25 February 1977
Colonel John G. Stephen	Unknown
Lieutenant Colonel Frank J. Van Cura	Unknown
Lieutenant Colonel Robin S. Purdie	13 October 1980
Lieutenant Colonel John D. Szostak, Jr.	8 October 1981
Lieutenant Colonel John A. Goyette	17 June 1983
Lieutenant Colonel John T. Loughran	19 June 1985
Lieutenant Colonel George W. Findlay	3 March 1987
Lieutenant Colonel Jon N. Torblaa	7 December 1988
Lieutenant Colonel Stephen M. Jones	20 June 1990
Lieutenant Colonel David S. Gray	30 June 1991
Lieutenant Colonel Gary Kirsteatter	11 June 1992
Lieutenant Colonel Marshall K. Sabol	27 June 1994
Lieutenant Colonel Robert Allardice	12 February 1996
Lieutenant Colonel James W. Farrar	13 June 1997
Lieutenant Colonel David W. Smith	1 September 1998
Lieutenant Colonel Christopher E. Coley	18 February 2000
Lieutenant Colonel Thomas J. Sharpey	16 June 2003
Lieutenant Colonel Thomas E. Murphy	Unknown
Lieutenant Colonel Darren V. James	13 November 2006
Lieutenant Colonel Kenneth T. Bibb	18 June 2008
Lieutenant Colonel Todd A. Garrett	22 October 2009
Lieutenant Colonel Craig M. Harmon	26 May 2011

Operations: Conducted pilot replacement training in 1943 and subsequently aerial transport in Central Western and Southwest Pacific, during World War II. Worldwide airlift beginning in 1953. Resupply of scientific camps in Antarctica, 1959-61 and 1965-68. Missions to southeast Asia, 1965-68 and 1972-73. Evacuation of refugees from southeast Asia, April 1975. Supported operations in Grenada, 24 October – 11 December 1983; Panama, 19 December 1989 – 14 January 1990; and Southwest Asia, August 1990 – July 1991; supported Operations ENDURING FREEDOM and NOBLE EAGLE, .



Emblem: Approved on 10 February 1943.

Description: On a light blue disc, bordered black, a stylized White pelican, beak and feet orange, holding a group of paratroopers in silhouette Black in the bowl of the beak.

Significance: The insignia expresses the task, purpose and spirit of the squadron.

History of the 9th Airlift Squadron

The 9th Airlift Squadron (AS) possesses a long and distinguished history dating back before World War II. The 9 AS is one of two flying units assigned to the 436 Airlift Wing stationed at Dover Air Force Base, Delaware. The unit was originally constituted as the 9th Transport Squadron on 1 January 1938 and activated on 1 December 1940. The squadron reported to the 63rd Transport Group at Patterson Field, Ohio, where squadron members conducted pilot replacement training in the C-33 *Debonair*, C-34 *Airmaster*, and the C-39 airframes. The 9th underwent several redesignations during the 1940s. In 1942, the unit became the 9th Troop Carrier Squadron (TCS) and transported cargo and personnel for the Mobile Air Depot in the continental United States and the Caribbean. The unit also trained airdropping paratroopers prior to moving to Camp Williams, Wisconsin, on 24 May 1942. During the next few months, the squadron's aircrews used the C-50 aircraft to train in glider towing at various locations, including Arkansas, California and New Mexico.

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The 9 TCS moved to Hickam Field, Hawaii, early in 1944, and became a joint Navy/Army Air Corps transport group. In this joint group they the C-46 *Commando* and C-47 *Skytrain* aircraft. The squadron's mission consisted of transporting cargo, mail, and passengers, as well as the air evacuation of wounded victims. Squadron aircrews dropped supplies (ammunition, blood and weapons) to U.S. Marine combatants on the Pacific Island of Iwo Jima and flew deforestation spraying missions over the island of Okinawa (Ryukyus).

The 9th continued to fly spraying missions and transport routes after the war from Saipan, in the Northern Mariana Islands, and Guam. The unit inactivated on 15 October 1946 and reactivated in the Air Force reserve on 27 June 1949. The squadron again inactivated at Altus Air Force Base, Oklahoma, in 1951 and reactivated on 19 March 1953 at Donaldson Air Force Base, South Carolina, flying the C-124 *Globemaster II* aircraft. They participated in maneuvers, exercises, and the airlift of personnel and cargo to many points throughout the world. Some of their achievements during this time period included assisting in the evacuation of Hungarian refugees, supporting the construction of the Eastern missile test range and supporting the Distant Early Warning (DEW) Line Sites near the Arctic Circle. In 1957, the 9 TCS became part of the Military Air Transport Service when the 63d Troop Carrier Group was transferred from Tactical Air Command.



The 9 TCS would discontinue and inactivate in January 1963 with the closing of Donaldson AFB. The squadron reactivated on 13 November 1964 and redesignated as the 9th Military Airlift Squadron (MAS) on 8 January 1966. During this time the squadron settled down and began to grow roots at its new home, Dover Air Force Base (DAFB), Delaware. At Dover, the squadron flew a broad spectrum of missions, which included support of presidential trips to Southeast Asia and scientific expeditions in the Antarctic. The unit continued to fly the *Globemaster II* aircraft from 1965 to 1966 and then switched to the new cargo plane, the C-141 *Starlifter* from 1966 to 1968. The 9 MAS inactivated in 1968 and reactivated on 8 April 1971 eagerly awaiting the arrival of the first C-5 *Galaxy*. In 1978, the 9 MAS shared a fleet of the world's largest aircraft with the 3 MAS and an associate reserve wing on DAFB. The 9 MAS became one of only five C-5 *Galaxy* active duty flying squadrons in the U.S. Air Force.

Since receiving the C-5 the squadron supported nearly every major airlift operation throughout the world. The 9 MAS received the coveted Mackay Trophy from the Chief of Staff, U.S. Air Force, for the most meritorious flight of the year in 1977. Aircrews flew a non-stop mission originating in Chicago, Illinois, and ending at Moscow, Union of Soviet Socialist Republics (USSR). They airlifted a 40-ton super conducting magnet and 45 tons of related equipment. This mission created an aeronautical first. For the first time in the history of aviation an aircraft with so heavy a payload traveled so far (5,900 miles) non-stop. It also garnered the Cheney Trophy for its support missions to the Mozambique flood areas. In 1978, an aircrew from the 9th co-received the Mackay Trophy with a 3 MAS aircrew. With this achievement, the 9th earned the distinction of being the first and only unit to win this coveted award in consecutive years.

The 1980s witnessed a commitment to excellence by members of the 9th. Some of these accomplishments included squadron aircrews supporting U.S. efforts in rescue operations of civilians off the island of Grenada, flying the first C-5 mission to Panama in support of Operation JUST CAUSE. In 1990, the 9 MAS redesignated as the 9th Airlift Squadron (AS). A squadron aircrew became one of the first to fly a C-5 mission into war-torn Mogadishu, So-



malia, delivering desperately needed M-1 tanks and personnel. They accomplished this feat by performing a 20-hour quadruple air-refueling mission in support of Operation RESTORE HOPE. The 9 AS also flew the first C-5 mission to Port-au-Prince, Haiti, supporting efforts to restore that country's democracy. On 22 November 1994, a 9 AS aircrew flew 20 hours non-stop from Kazakhstan, the former Soviet Union, to DAFB delivering unprotected weapons-grade uranium. The tremendous success of the mission aided the United Nations in the reduction of nuclear capability around the world. That mission would be repeated in April 1998 when a 9 AS aircrew evacuated more weapons-grade uranium from the former Soviet state of Georgia to a safe haven in Europe. Other achievements included the first ever C-5 mission to the Ukraine and missions to Moscow and Kiev in support of President Clinton's visit to Russia. In September 1995, six 9 AS crews flew several relief missions to the Caribbean after Hurricane Marilyn devastated Puerto Rico and the Virgin Islands. In July 1996, the 9 AS earned the 21st Air Force Aircrew Excellence Award for a mission that was diverted in-flight to pick up a higher priority mission and ended up crossing the Atlantic Ocean twice in a 24-hour period. 1997 saw the Pelicans supporting Operation JOINT ENDEAVOR with missions to the Bosnian area of re-

sponsibility. In April 1997, the 9 AS brought back communications equipment and medical supplies to Grand Forks AFB, North Dakota, to aid in the humanitarian relief effort for the flood victims of the U.S. northern central plains. In 1999, the Pelicans supported disaster relief teams after an earthquake decimated Taipei, Taiwan, in September, by providing relief flights for multiple countries after three hurricanes hit the area.

The tragic events of September 11, 2001 again put the 9 AS on the world's center stage. The Pelicans leaned forward, generating more aircrews than ever during their support of America's fight against terrorism. By the end of calendar year 2001, the 9 AS flew over 535 sorties and delivered more than 25.5 million pounds of cargo in support of Operations ENDURING FREEDOM, NOBLE EAGLE, and INFINITE JUSTICE. Aircrews transported equipment and personnel to new locations in the countries of Kyrgyzstan and Uzbekistan. These taskings earned the squadron the 21st Air Force best squadron of the year award. The beginning of 2002 found the U.S. continuing its war on terrorism and USAF Officials chose the Pelicans to fly the first-ever C-5 combat mission into Afghanistan. The 9th also flew the first-ever mission in a night coalition RED FLAG exercise, as well as planning, organizing and executing the first-ever post-9/11 Air Mobility Command air show. In 2003, the Pelicans again answered America's call by surging to a 300 percent operations tempo, leading up to and continuing through Operation IRAQI FREEDOM. The squadron flew 11,161 hours and moved 106,767 million pounds of cargo and nearly 23,000 troops during this surge.

The Pelicans delivered the war fighter to the fight during OIF and OEF. Following the U.S.-led invasion of Iraq, the Pelicans received the honor to be the first aircrew into Balad Air Base, Iraq. This location proved to be a critical hub of activity for ongoing operations in Iraq. For a short time, Balad surpassed DAFB as the busiest cargo airport in the world and by far the busiest in the AOR. The Pelicans sent a special operations low level flying crew into Baghdad International Airport. The squadron deployed four night-vision goggle observers to Moron, Spain, in order to ensure Baghdad operations continued unimpeded. In 2004 the Pelicans continued to serve in the fight against global terrorism. They safely executed 1,129 C-5 missions and transported over 77 million pounds of cargo and 20,000 troops. The 9 AS flew more than 8,000 hours to more than a dozen nations. In 2006, the 9th successfully trained the first ever Night Vision Goggle Airland capable C-5 aircrew. This ensured continued covert combat viability for the massive airlifter. The 9th returned to Afghanistan as the only C-5 crew to fly in that theater in more than two years by delivering needed outsized emergency equipment to the remote city of Herat. While still fully engaged in the Global War on Terrorism and OIF, the Pelicans answered the call to deliver humanitarian aid supplies to the victims of the Southeast Asian tsunami as well as to victims of Hurricane Katrina.

The Pelicans have been through it all continuing to fly countless missions into every major airfield in Iraq and other world crisis areas. Whenever the wing or the world needs a mission accomplished it looks to the 9 AS Proud Pelicans to lead the way. Members of the 9 AS eagerly look forward to the challenges and successes that the future has to offer.



436th Operations Support Squadron Lineage and Honors

Lineage: Constituted and activated as 436th Operations Support Squadron on 1 December 1991.

Honors:

Decorations:

Air Force Outstanding Unit Award
1 August 1992 – 31 July 1994
1 July 1997 – 30 June 1999
1 July 2000 - 30 June 2001
1 July 2001 - 30 June 2002
1 July 2002 - 30 June 2003
1 July 2003 - 30 June 2004
1 July 2004 - 30 June 2005
1 September 2007 - 31 August 2009
1 January - 31 December 2010

Assignments: 436th Operations Group, 1 December 1991 – Present

Stations: Dover Air Force Base Delaware, 1 December 1991 – Present

Commanders:

Lieutenant Colonel Daniel Schellinger	1 December 1991
Lieutenant Colonel Douglas M. Marshall	20 September 1992
Lieutenant Colonel Erwin F. Lessell II	19 April 1994
Lieutenant Colonel John A. Guillory	7 July 1995
Lieutenant Colonel John E. Ball	13 June 1997
Major Milton C. Abbott	24 July 1998
Lieutenant Colonel Gregory P. Cook	11 September 1998
Lieutenant Colonel James D. Hamilton	February 2003
Lieutenant Colonel Michael J. Spangler	30 March 2006
Lieutenant Colonel David J. Kumashiro	14 March 2008
Lieutenant Colonel Dale L. Landis	12 February 2010
Lieutenant Colonel Douglas D. Jackson	11 July 2011



Emblem: Approved on 11 December 2000.

Description: On a disc Azure, issuant from dexter base a terrestrial demi-globe Celeste displaying land masses Vert, issuant from sinister base a demi-eagle Sable, head feathers Argent, eyed and beaked Or detailed of the fourth, orbiting the globe clockwise and fesswise a contrail angled and extended chiefward and terminating in a flight symbol White debrousing its own shadow Sable, all within a narrow border Blue.

Significance: Blue and yellow are the Air Force colors. Blue alludes to the sky, the primary theater of Air Force operations. Yellow refers to the sun and the excellence required of Air Force personnel. The globe signifies the scope of the unit's responsibilities. The delta and contrail symbolize the unit's support of space operations. The eagle is a symbol of our country and reference to the parent wing "The Eagle Wing."

Motto: "Diversity is our Strength"



History of the 436th Operations Support Squadron

The 436th Operations Support Squadron activated on 1 December 1991, in compliance with the U.S. Air Force Chief of Staff's reorganization plan. It is a professional team providing dependable air traffic control, airfield management, weather, intelligence, life support, tactics, mission planning and aircrew training services to the Eagle Wing and its worldwide customers. The squadron has over 150 people assigned to complete its mission.

The airfield operations flight consists of air traffic control and airfield management branches. The flight provides support for all aircraft and aircrews stationed on and transiting DAFB. The air traffic control branch consists of the tower and radar approach control while the airfield management branch is responsible for the airfield and base operations.

The life support flight provides aircrew with emergency oxygen masks, flotation equipment, emergency signaling equipment, protective helmets, and aircrew chemical ensembles. The flight conducts training on life support equipment, chemical defense and combat survival.

The current operations flight provides current intelligence information in support of the wing's global airlift mission.

The intelligence flight provides current intelligence information in support of the wing's global airlift mission.

The weather flight provides 24-hour weather support to DAFB and surrounding communities. Services consist of forecasting, observing and severe weather warning notification, in protection of over \$5.8 billion of vital assets. In addition, the flight provides weather briefing services to all aircrews operating out of DAFB and to U.S. Army and Air Force National Guard units across the northeastern U.S.

The weapons and tactics flight enhances the flying squadrons' readiness for combat missions by developing and training combat environment tactics and through combat mission planning support, tactical deception planning and quality assurance.

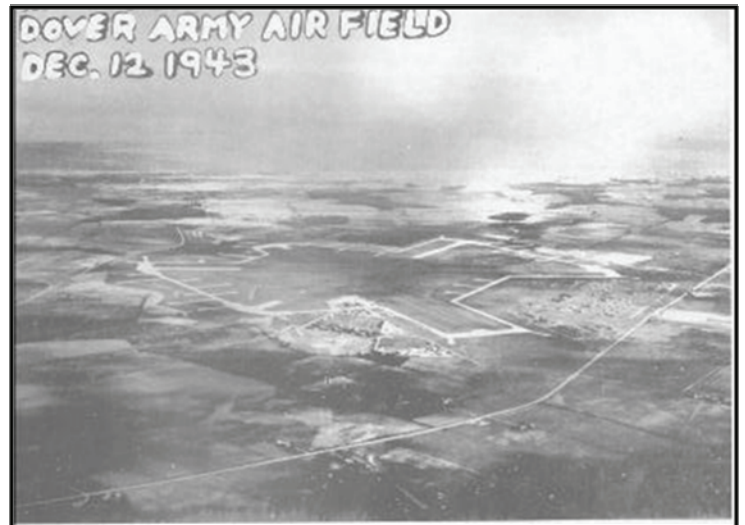
The training flight is responsible for the overall management of the Wing's aircrew flight and ground training program. They ensure operational capabilities are met through development and implementation of standardized training programs. The training flight schedules, coordinates, and monitors equipment utilization and the contractor's compliance with the multi-million dollar aircrew training system contract. The 436th Operation Support Squadron is dedicated to supporting Global Reach for America. Diversity is our strength, excellence our goal/standard.



Dover Air Force Base History

Immediately after the U.S. entered WW II in 1941, the newly-completed Dover Municipal Airfield was leased to the U.S. Army Air Corps and assigned to the Eastern Defense Command as a coastal patrol base. By Christmas of that year, the 112th Observation Squadron, a federalized Ohio National Guard unit, flew the first missions from the field. During the next 55 years, a variety of flying organizations would call Dover home. Eventually, the base became home to the only all-C-5 wing in Air Mobility Command and the largest, busiest airport facility on the U.S. east coast.

Early in 1942, a construction program began extending the runway and making the airfield suitable for operation of heavy aircraft. In April, the 39th Bombardment Squadron equipped with B-25 "Mitchell" medium bombers, conducted anti-submarine patrols. In February 1943, the 39th Bombardment Squadron moved to Fort Dix Army Field, New Jersey and Dover closed to air traffic until completion of runway construction. The 7,000 foot runway and 29,000 square yards of paved apron would be completed in August 1943 when the airfield reopened. The Army Air Forces used Dover as a training base for hundreds of P-47 *Thunderbolt* fighter pilots. These pilots earned their wings under the watchful eyes of live combat instructors. In addition to fighter pilot training, the base became a site for the development of air launched rockets, manned by a special unit of the Air Technical Service Command. The weapons construction and experimentation played a decisive role in the final phase of the Second World War.



After the war, Dover Army Airfield became a pre-separation processing center, until its inactivation. The field reactivated in 1951 and was assigned under the Air Defense Command. The 148th Fighter Interceptor Squadron of the Pennsylvania National Guard was assigned to Dover and a year later the 80th Air Base Squadron activated, maintained and provided support services for the squadron and three other units.

On 1 April 1952, the Military Air Transport Services (MATS) assumed command jurisdiction over Dover and the base began its important strategic airlift mission, which it continues to this day. In a little more than a year, four support units of MATS Atlantic Division set up on the base and became the nucleus that formed the 1607th Air Transport Wing (ATW). The 1607 ATW activated on 1 January 1954 and took over host unit responsibility for Dover. MATS redesignated as Military Airlift Command (MAC) 1 January 1966.

Simultaneously, the 436th Military Airlift Wing replaced the inactivated 1607 ATW as host wing for Dover Air Force Base.

Dover Air Force Base continued to shine in the eyes of military and local community leaders and the general public. This fact was best exemplified when Dover Air Force Base won the 2008 Commander-in-Chief Installation Excellence award and became Air Force's runner-up in the 2010 competition. This award was given annually by high ranking senior Air Force officials to the best base in the entire Air Force. This event also marked the first time that this award was captured by any Air Mobility Command installation.



Dover Air Force Base - 1999

DOVER AIR FORCE BASE WEAPONS SYSTEMS

ATTACK

<i>A-24 Banshee</i>	1942 - 44	13th Tow Target Squadron (TTS)
<i>A-25 Shrike</i>	1942 - 45	13 TTS/ 125th Base Unit (BU)
<i>A-26 Invader</i>	1944 - 46	4146th BU (rocket test operation)
<i>A-29 Hudson</i>	1944 - 46	13 TTS/ 125 BU
<i>RA-25 Shrike</i>	1944 - 45	13 TTS

BOMBER

<i>B-17 Flying Fortress</i>	1944 - 46	4146 BU/ 125 TTS/ 125 BU
<i>B-24 Liberator</i>	1944 - 46	4146 BU/ 125 TTS/ 125 BU
<i>B-25 Mitchell</i>	1942 - 46, 1954	45th Bomb Group (BG); 45th Bomb Squadron (BS) 3d Anti-Submarine Squadron; 46th Fighter-Interceptor Squadron (FIS)
<i>B-26 Marauder</i>	1944 - 45	13 TTS/ 125 BU
<i>B-34 Ventura</i>	1944 - 46	13 TTS/ 125 BU

AIRLIFT

<i>C-5 Galaxy</i>	1971 - Present	436th Military Airlift Wing (MAW); 436th Airlift Wing (AW)
<i>C-17 Globemaster III</i>	2008 - Present	436th AW
<i>C-45 Expeditor</i>	1944 - 46 1952 - 59	125 BU 1607 Air Base Group (ABG) 1607 Air Transport Wing (Heavy) (ATW)
<i>C-46 Commando</i>	1955 - 57	1607 ABG
<i>C-47 Skytrain</i>	1944 - 46 1949 - 61	4146 BU 1607 ABG
<i>C-54 Skymaster</i>	1953 - 57	1607 ABG
<i>C-60 Lodestar</i>	1944 - 46	4146 BU
<i>C-119 Flying Boxcar</i>	1957	912 (MAW) (Air Force Reserves)
<i>C-124 Globemaster II</i>	1954 - 69	1607 ATW; 436 MAW
<i>C-133 Cargomaster</i>	1957 - 71	1607 ATW; 436 MAW
<i>C-141 Starlifter</i>	1965 - 73	436 MAW

FIGHTER

F-51 <i>Mustang</i>	1951 - 54	148 FIS; 46th FIS
F-80 <i>Shooting Star</i>	1946	4146 BU (rocket testing)
F-84 <i>Thunderjet</i>	1951	148 FIS
F-86A <i>Sabrejet</i>	1950 - 51	336 FIS
F-89 <i>Scorpion</i>	1953 - 59	95 FIS; 98 FIS
F-94 <i>Starfire</i>	1952 - 58	148 FIS; 46th Fighter Squadron (FS)
F-101 <i>Voodoo</i>	1959 - 63	98 FIS
F-106 <i>Delta Dart</i>	1963 - 71	95 FIS

HELICOPTER

CH-3 <i>Sea King</i>	1967	1042d Test Squadron (TS)
H-43 <i>Huskie</i>	1959 - 62	Detachment 48, Eastern Air Rescue Service (EARS)

DRONE

PQ-8 <i>Cadet</i>	1944 - 46	4146 BU (Target Drone)
PQ-14 <i>Culver</i>	1944 - 46	4146 BU (Target Drone)

OBSERVATION

L-1 <i>Vigilant</i>	1944 - 46	4146 BU (rocket testing)
L-5 <i>Sentinel</i>	1944 - 46	4146 BU (rocket testing)
O-47 <i>Owl</i>	1941 - 42	112th Observation Squadron (Ohio National Guard)

SEARCH AND RESCUE

SA-16 <i>Albatross</i>	1952	Air Rescue Squadron
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AIR REFUELING

KC-97 Stratotanker	1960 - 65	11th Air Refueling Squadron (ARS)
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PURSUIT

P-38 <i>Lightning</i>	1944 - 46	4146 BU
P-40 <i>Warhawk</i>	1944 - 46	4146 BU
P-47 <i>Thunderbolt</i>	1944 - 46	83 FG; 448 FS; 532 FS; 534 FS; 125 BU
P-51 <i>Mustang</i>	1944 - 46	4146 BU
P-61 <i>Black Widow</i>	1944 - 46	4146 BU
P-63 <i>Kingcobra</i>	1944 - 46	4146 BU

TRAINER

AT-7 <i>Navigator</i>	1949 - 51	Unit Unknown
AT-11 <i>Kansan</i>	1952	46 FIS
AT-23 No Name	1944 - 45	13 TTS/125 BU
BT-13 <i>Valiant</i>	1944 - 46	83 FG; 448 FS; 532 FS; 534 FS; 125 BU
VT-29A No Name	1968 - 75	1607 ATW
T-28 <i>Trojan</i>	1955	Unit Unknown
T-33 <i>Shooting Star</i>	1951 - 66	46 FIS; 148 FIS; 95 FIS
T-34 <i>Mentor</i>	1962 - 64	Base Aero Club



FIRSTS

December 1941	First aircraft assigned to Dover Air Force Base was the O-47 <i>Owl</i> , belonging to the 112th Observation Squadron. This aircraft performed oceanic submarine patrol missions.
December 1941	First building constructed on Dover Air Force Base was a hangar spanning 150 feet wide, 160 feet deep and 42 feet high. It had a sliding door opening to 28 feet and was called Hangar 295.
1 May 1954	First C-124 <i>GlobemasterII</i> aircraft assigned to DAFB.
28 August 1957	The first C-133A arrives at Dover. The new <i>Cargomasters</i> flown by the 39th Air Transport Squadron made the unit the first C-133 Squadron in the AF.
31 May 1960	First KC-97 Air Refueling aircraft arrived at DAFB.
June 1960	First C-133 Mercy mission flown when an Army specialist, with a serious eye injury, was evacuated from Thule, Greenland, to the DAFB Hospital.
31 October 1962	Aircraft from Dover made their first paratroop drop at Ft. Campbell, Kentucky.
3 August 1963	The first F-106 Delta Dart arrived at Dover AFB as part of the fleet of the newly assigned 95th Fighter Interceptor Squadron.
5 July 1964	Four C-133 aircraft departed Dover, marking the first time a scheduled round-the-world mission was ever attempted from DAFB using this model aircraft.
18-19 September 1965	A DAFB C-141 made its first long-distance overseas flight when it flew on a mission to Hickam AFB, Hawaii.
1 September 1970	Dover AFB's first Women in the Air Force squadron activated.
31 May 1972	A Dover C-5 <i>Galaxy</i> made its first flight to Kwang Ju AB, Korea.
December 1972	The first hijacking attempt of a wing's C-5 aircraft was successfully thwarted by an alert crew of the 9th Military Airlift Squadron in Taiwan. The crew's diligent and courageous actions saved the aircraft from possible damage. There were no injuries reported.
15 August 1975	DAFB's C-5 aircraft flew its first round-the-world mission since their arrival in 1971.
20 February 1976	An all-time high, 100 percent, home station departure reliability was achieved for the first time. The next day, the wing achieved 30 straight days of on-time departures for the first since the full contingent of C-5 aircraft was assigned at DAFB.
15 January 1981	The first wing modified C-5A aircraft was delivered.
6 November 1983	The wing's C-5 aircraft executed the 100th consecutive on-time logistical departure--the first time since the aircraft was introduced to the Air Force inventory.
4 July 1985	The wing's first female C-5 pilot, 1Lt Gayle I. Westbrook, 3d Military Airlift Squadron, flew her first operational mission.
31 January 1986	The first ever all African-American aircrew flew a mission to Europe in commemoration of Black History Month.
29 August 1986	The wing received its first C-5B aircraft, tail number 85001.

24 April 1987	Captain Gayle Westbrook of the 3rd Military Airlift Squadron became the first female pilot in 21 AF to be certified as an aircraft commander.
17 January 1995	Wing aircraft participated in brigade airdrop testing at Pope AFB. During this testing the C-5's flew for the first time in 6-ship formation.
26 April 1996	The Department of Defense opened a groundwater remediation field laboratory on DAFB. The base became the first installation to host such a facility of its kind.
23 March 2007	The first C-5M <i>Super Galaxy</i> underwent the wing's first isochronal maintenance inspection. This inspection was conducted by members of the 436th Maintenance Squadron. C-5s were required to complete this inspection every 420 calendar days. It ensured safety and compliance with standards and regulations.
2 July 2007	The first C-17A <i>Globemaster III</i> aircraft named "Spirit of the Constitution" arrived at DAFB.
15 April 2008	DAFB won the AF Commander-in-Chief's Installation Excellence Award. The base received a trophy and a \$1,000,000 prize fund to enhance local quality-of-life initiatives. DAFB became the first AMC installation to win this award at the USAF level.
13 August 2008	An aircrew from the 3d Airlift Squadron flew a McGuire AFB based C-17 aircraft into the country of Georgia. This marked the first time the C-17 <i>Globemaster III</i> aircraft carried humanitarian relief supplies to this country.
16 October 2008	The first three civilian police officers began working for the 436th Security Forces Squadron.
9 February 2009	DAFB received its first C-5M <i>Super Galaxy</i> aircraft, named "Spirit of Global Reach".
5 April 2009	First media covered dignified transfer on DAFB since 1991.
26 April 2009	The 3d Airlift Squadron became the first 436 AW entity to deploy as an entire unit.
December 2010	The 9th Airlift Squadron flew Dover's first non-stop, unrefueled mission from DAFB to Al Asad Air Base, Iraq. (~ 6,142 miles)

MEMORIALIZATIONS

- 18 August 1965** The first C-141 Starlifter, named the “First State Starlifter,” was delivered to Dover AFB with arrival ceremonies attended by many state and local dignitaries.
- 23 February 1988** Wing, base, and local officials attended the naming ceremony for the first C-5B aircraft, “The First State.”
- 31 May 1994** The base chapel was named “The Major General Charles I. Carpenter Memorial Chapel.” MG Carpenter was born in Wilmington, Delaware, and served as Chief of Air Force chaplains.
- 28 May 1997** Wing officials renamed the Dover Air Force Base port mortuary, Building 121, the Charles C. Carson Center for Mortuary Affairs. This memorialization was in honor of Mr. Carson’s 40 year tenure as mortuary director. His term spanned conflicts such as the Vietnam War, the Guyana incident and the Beirut terrorist attack.
- 11 June 1998** DAFB officials dedicated the Airman Leadership school, Building 206, to former instructor Staff Sergeant Julio Alonso, who died in a swimming accident in September 1978.
- 27 August 1998** Wing officials dedicated a dormitory, building 430, in honor of Air Force Cross recipient William H. Pitsenbarger.
- 16 September 1998** A C-5 *Galaxy* aircraft was renamed *Chevrons of Dover*. Tail number 85-5003 set a record for the heaviest military aircraft to get airborne with a total weight of more than 900,000 pounds.
- 13 October 1998** Air Mobility Command, in conjunction with several wing officials, attended a memorialization ceremony C-5 aircraft, tail number -0447, held at the AMC Museum. The aircraft was named “Operation NICKEL GRASS.”
- 7 May 1999** Building 263 was named the “Colonel Henry G. Bierbaum Family Readiness Center”. Col Bierbaum served his country for 30 years and devoted an additional 26 years performing volunteer work on DAFB and in the surrounding community.
- 19 November 1999** Major General John D. Hopper, Jr., 21 AF commander, dedicated a C-5 aircraft as the “Spirit of the Tuskegee Airmen.”
- 28 November 1999** Major General William J. Dendinger, Chief of the Air Force Chaplain service, rededicated Chapel 2 as the “Carpenter Memorial Chapel” in honor of the late Major General Charles Carpenter, a Delaware resident and former Chief of AF Chaplains.
- 18 August 2000** Wing officials dedicated the Chief’s Suite, located in the Eagle’s Rest Lodging facility, to Chief Master Sergeant of the Air Force Robert Gaylor.
- 26 May 2005** The meditation lounge located in the Carson Center for Mortuary Affairs was named the “Welser Lounge.” This room was named after Lieutenant General William Welser III, former 436th Airlift Wing and 18th Air Force commander.
- 8 October 2008** Thirteenth C-17A *Globemaster III* aircraft, tail #-7178, named “Spirit of Delaware.”
- 9 February 2009** First DAFB C-5M *Super Galaxy* named “Spirit of Global Reach.”
- 13 September 2009** C-5M *Super Galaxy* aircraft, tail #86-0013, named “Spirit of Normandy.”

AMC MUSEUM



The Air Mobility Command (AMC) Museum is located in and around Hangar 1301 on Dover AFB. It is the only museum in the United States dedicated to military airlift and air refueling aircraft and the people who maintain them. It has a growing collection of fully restored cargo and tanker aircraft. The museum is open to the general public free of charge; entrance is off Delaware Route 9. Guided tours are conducted by volunteers who provide first-person narratives of historical events. The hangar, which is on the National Register of Historic Places for its role as a secret World War II Rocket Test Center, displays eight rare aircraft inside and numerous exhibits about the men and women who served in the USAF. There is also a small theater, canteen and a Museum Store. Several acres of ramp space display other rare and interesting aircraft including eight of which are the first, last or only remaining ones of their kind. The museum also maintains archives related to the early history of airlift and Dover AFB.

The AMC Museum is one of the most popular attractions in the state of Delaware. In addition to public tours many retirement and unit change of command ceremonies are hosted by the museum staff. Visitors can climb aboard one of several aircraft open every day and special tours are provided inside fourteen additional aircraft on request. There are two flight simulators visitors can use and qualified instructors can help the first-time aviators. In addition to a selection of early aircraft engines, there are educational exhibits showing the history of airlift, air-to-air refueling and everyday life in the USAF.

As of December 2011, the AMC museum possessed 29 static aircraft. Here is a complete list of view-able museum static aircraft:

Transport

C-7A <i>Caribou</i>	C-9A <i>Nightingale</i>
C-45G <i>Expeditor</i>	C-47A <i>Skytrain</i>
C-54M <i>Skymaster</i>	C-119 <i>Boxcar</i>
C-121 <i>Constellation</i>	C-123K <i>Provider</i>
C-124 <i>Globemaster</i>	C-130 <i>Hercules</i>
C-131 <i>Samaritan</i>	C-133 <i>Cargomaster</i>
C-141A <i>Starlifter</i>	C-141B <i>Starlifter</i>
U-3 <i>Blue Canoe</i>	VC-9 <i>Nightingale</i>
BT-13 <i>Valiant</i>	PT-17 <i>Kaydet</i>

Trainer

T-33A *Shooting Star*

Glider

CG-4A *Hadrian*

Refueler

KC-97L *Stratofreighter*

TG-4A (*no name*)

KC-135E *Stratotanker*

Rescue

UH-1 *Huey* HH-43B *Huskie*

Bomber

B-17 *Flying Fortress* A-26C *Invader*

Fighter

F-101B *Voodoo* F-106 *Delta Dart*

- | | |
|-------------------------|--|
| 19 October 1986 | The wing received a C-47 “Gooney Bird” cargo plane as its first display aircraft for the planned DAFB museum. |
| 9 September 1991 | The DAFB Museum received a C-7 <i>Caribou</i> from the Alabama National Guard. |
| 5 October 1996 | The base museum, located in building 1301, held a grand opening ceremony. Delaware Governor Tom Carper and many other dignitaries attended the event. |
| 1 May 1999 | The AMC museum opened a permanent exhibit commemorating Operation NICKEL GRASS. This airlift mission supported the defense of the country of Israel during the 1973 Yom Kippur War. This operation represented the first contingency test of the C-5 aircraft. |
| 7 August 2009 | The Air Mobility Command Museum received a KC-135E <i>Stratotanker</i> , tail number 71-0507, refueling aircraft to be added as a static display. This aircraft belonged to the 108th Air National Guard unit based at McGuire Air Force Base, New Jersey. |
| 21 December 2009 | The cab assembly of the oldest control tower in the United States Air Force became a historical artifact when it was shipped to the Air Mobility Command Museum for future display. |
| 18 July 2011 | The Air Mobility Command Museum accepted a Douglas VC-9 <i>Nightingale</i> aircraft, 73-1682, while stationed at Andrews Air Force Base, Virginia, when the U.S. Vice President traveled onboard, the aircraft’s call sign was known as Air Force 2. |

OPERATIONS/CONTINGENCIES

November-December 1956 MATS airlifted Colombian and Indian troops from Bogota, Columbia, and Agra, India, to a UN staging area in Naples, Italy. This action supplemented the police force in the Suez Canal Zone due to the Israeli invasion of Egypt. Dover aircraft airlifted an estimated 175,192 pounds of equipment and 163 passengers during this operation.

16 July 1960 Operation NEW TAPE MATS began airlifting UN troops to war-torn Belgian Congo. This mission became history's longest airlift.

November 1961 Operation STAIR STEP Fighter deployment to Europe



Aerial view of about 100 parked Republic F-84Fs during Operation "Stair Step." Note that aircraft were towed to the end of the runway to conserve as much fuel as possible for the trans-Atlantic flight.

13 November 1962 A C-133 from Dover AFB ferried heavy transformers and high voltage switch gear to Maracaibo, Venezuela, to replace equipment knocked out at the beginning of the Cuban Missile Crisis when saboteurs bombed electrical stations supplying current to oil fields.

October 1963 Operation BIG LIFT West Germany

November 1964 Operation AYACUCHO Peru

February 1966 A DAFB C-124 *Globemaster* was pressed into service at Tan Son Nhut Air Base, Vietnam, to serve as a control tower during a 40 minute power failure. A total of 35 landings and take-offs, by all types of aircraft, were controlled from the observer's hatch.

June 1967 Operation SAFE HAVEN Evacuation of Wheeler AB, Libya.

November 1967 Operation EAGLE THRUST Bien Hoa AB, Vietnam

28 January 1968	Military Airlift Command (MAC) began the airlift of troops to North Korea following the seizure of the U.S.S. Pueblo. MAC crews flew over 800 missions to Korea carrying cargo and personnel.
February 1968	Operation BONNY JACK Reinforcement of U.S. troops in South Vietnam.
April 1968	Operation GARDEN PLOT Response to Dr. Martin Luther King's Assassination in the southern U.S.
July 1969	Operation KEYSTONE EAGLE Return troops from SEA
August 1969	Operation FLINTLOCK
November 1969	Operation COLLEGE CADENCE Deployment of 95th Fighter-Interceptor Squadron to South Korea.
November 1973	Operation NICKEL GRASS support of Israel against Egypt and Syria.



February 1977	Operation SNOW DISASTER Airlift snow removal equipment to Pittsburgh, PA., Niagara Falls, NY and Buffalo, NY.
9 December 1978	Two Dover C-5's carried 140 passengers from Iran to Dover AFB in the evacuation of U.S. dependents from Iran.
30 January 1980	Six American diplomats who escaped from Iran with the aid of the Canadians, arrived at Dover on a flight from West Germany.
June-October 1980	Operation PROUD PHANTOM Southwest Asia
July 1986	Operation BLAST FURNACE Anti-drug campaign in Viru-Viru, Bolivia.
May 1989	Operation NIMROD DANCER Election Violence in Panama.
2 March 1991	Aircrews from DAFB flew 145 mission hours; airlifting 580 tons of equipment and supplies into war torn Kuwait. Most of the cargo was used to extinguish the oil field fires set by the retreating Iraqi military.
November 1994	Three C-5 transports and 120 members from the 436th Airlift Wing removed 600 kilograms of highly-enriched uranium from the former Soviet republic of Kazakhstan, during a mission code-named "PROJECT SAPPHIRE."
8 December 1995	Over 245 base personnel deployed from DAFB to Rhein-Main AB, Germany, in support of Operation JOINT ENDEAVOR.
19 June 1996	Wing aircraft flew the first of 18 missions in support of Operation SOUTHERN WATCH. DAFB crews delivered members of the 4th Fighter Wing to Doha, Qatar, and returned 1st Fighter Wing personnel to their home station.
17 June 1997	Wing officials held a celebration as its aircrews completed their 500th mission in support of Operation PROVIDE HOPE. First Lady Hillary Clinton and several other dignitaries attended the event.

March 2000	Operation ATLAS RESPONSE	Mozambique, Africa
April 2001	Operation COUNTER DRUG	St. Lucia, Caribbean
July 2001	Operation PHOENIX BIRD	Denmark
August 2001	Operation JOINT GUARDIAN	Skopje, Macedonia
20 September 2001	DAFB's first mission in support of Operation ENDURING FREEDOM was flown by a crew from the 512th Airlift Wing, Air Force Reserve Command, on tail number 8727. The first aircraft supporting the same mission flown by a 3d Airlift Squadron aircrew departed two hours later.	
August 2002	Operation DESERT SPRING	Kuwait



Operation DESERT SPRING is part of an on-going operation in Kuwait that was established following Operations Desert Storm and Desert Shield. Its mission is to maintain a forward presence and provide control and force protection over Army forces in Kuwait

2 April 2009	3d Airlift Squadron deployed enmasse in support of Operations ENDURING FREEDOM (OEF), IRAQI FREEDOM (OIF) and HORN OF AFRICA (HOA). OIF renamed Operation NEW DAWN (OND) in August 2010. This marked the first time a 436 AW unit deployed in whole.	
13 April 2009	Operation SPANISH FLY	Airlift 82d Airborne Division (USA) from Fort Bragg, North Carolina, to Southwest Asia.

EXERCISE PARTICIPATION

March 1960	Big Slam	Tibet
September 1960	Bright Star/Pine Cone	Egypt
September 1961	Checkmate	Turkey
January 1962	Long Thrust	West Germany
May 1962	Clear Lake	Unknown
May 1962	Quick Kick	Carolina Coast
May 1963	Coulee Crest	Yakima
June 1963	Sunday Punch	West Germany
March 1964	Delawar	Iran
May 1964	Desert Strike	Arizona
June 1964	Indian River	Unknown
February 1965	Polar Strike	Alaska
August 1966	Bar Frost	Norway
October 1966	Marmara Express	Turkey
March 1967	Cold Winter	Unknown
March 1967	Green Grass	Unknown
April 1967	Clove Hitch	Caribbean
May 1967	Pathfinder Express	Unknown
September 1967	Deep Furrow	Turkey
September 1967	Sunshine Express	Unknown
March 1968	Nicarao	Nicaragua
April 1968	Crested Cap	West Germany
May 1968	Cold Mass	Unknown
June 1968	Brim Fire	Florida
August 1968	Nicararao	Nicaragua
August 1968	Bronze Plate	Florida
January 1969	Exotic Dancer	Puerto Rico
April 1969	Labor Train	Unknown
May 1969	Olympic Express	Southern Europe
May 1969	Amalgam Mute	Unknown
June 1970	Dawn Patrol	West Germany
April 1973	Gallant Hand	Texas
June 1973	Creek Bee	England
October 1973	Brave Shield	Texas/New Mexico
November 1973	Absolon Express	Denmark



April 1974	Solid Shield	Unknown
June 1974	Brave Crew	Texas
March 1974	Argus Press	Unknown
December 1974	Orbiting Eagle	Kentucky
January 1975	Jack Frost	Alaska
1976	Brigade	West Germany
January 1978	Empire Glacier	New York
February 1978	Arctic Express	Norway
October 1978	Gallant Eagle	Florida
August 1981	Flutag	West Germany
1983	Amalgam Brave	Goose Bay, Canada
1983	Universal Trek	Honduras
June 1983	Global Shield	June 1983
August 1986	Cold Fire	Turkey
January 1987	Brim Frost	Alaska
June 1987	Kindle Liberty	Panama
June 1987	Hammer	England
1987	Auroro Express	Europe
December 1987	African Eagle	Morocco
January 1988	Ahuas Tara (Big Pine)	Honduras
October 1988	Display Determination	California
February 1989	Team Spirit	Japan
April 1989	Ocean Venture	Caribbean
May 1989	Tropic Falcon	Panama
May 1989	Volant Banshee	Middle East
May 1989	Volant Beryl	Caribbean
September 1989	Market Square	North/South Carolina/Virginia
October 1989	Volant Emerald	Unknown
June 1990	Tradewinds	Puerto Rico
July 1990	Volant Chrysolite	Unknown
July 1990	Volent Hornet	Paraguay
July 1990	Internal Look	Eastern U.S.
January 1994	Fuerzas Unidas Caminos	Guatemala
1994	Phoenix Sphinx	Qatar
1994	Medical Flag	Ghana
1994	Green Flag	Nellis AFB, Nevada



1994	Gothic Pagan	Australia
1994	Phoenix Pace	Unknown
May 1998	Cobra Gold	Thailand
March 2000	Silver Flag	Florida
February 2001	Phoenix Queen/Shell	Unknown
April 2001	Phoenix Calvin/Court	Bahrain
April 2001	Tandem Thrust	Australia
July 2001	Unitas	Paraguay
July 2001	Anatolian Eagle	Turkey/Germany
July 2001	Phoenix Hyena	Mali
August 2001	Ulchi Focus Lens	South Korea
September 2001	Bright Star	Egypt
October 2001	Adventure Exchange	Unknown
January 2002	IGX Crisis Reach	Georgia, USA
February 2002	Avid Recovery	Nigeria
February 2002	Red Flag	Nevada
April 2002	Northern Edge	Alaska
May 2002	Cobra Gold	Thailand
May 2002	Dynamic Mix	NATO
July 2002	Atlas Drop	Tunisia
July 2002	Cope Thunder	PACAF
September 2002	Phoenix Tower	Unknown
November 2002	Global Guardian	STRATCOM/SPACOM/NAADC
December 2002	Phoenix Magnesium	Unknown
January 2002	Red Flag	Nellis AFB, Nevada
May 2009	Mobility Air Forces	Nellis AFB, NV
October 2009	Joint Forcible Entry	Pope AFB, N.C.



HUMANITARIAN OPERATIONS

25 May 1960

First C-124 departed Dover enroute to Chile in support of Operation AMIGO airlift due to an earthquake.

8 September 1960

An aircrew from the 3d Military Airlift Squadron returned to the U.S. after supporting the Congolese Independence airlift mission. While supporting the United Nation's relief efforts, eight members of the crew received commendation medals after being severely beaten by a Congolese gang.

5 May 1965

Due to civil unrest, DAFB aircraft participated as part of 296 air armada supplying the Dominican Republic with personnel, equipment, and evacuation services.

10 August 1991

The first of three trips this month flown to Moscow by the 31st Airlift Squadron aircrews delivered 72.5 tons of humanitarian cargo to the new Commonwealth of Independent States.

January 1994

DAFB C-5 aircraft transported emergency medical supplies to California after an earthquake in the southern part of the state.

29 August 1994

Air Mobility Command marked an important milestone, during Operation SUPPORT HOPE, when command refueling tankers and airlift aircraft worked in tandem with civilian aircraft for more than 1,000 missions.



June - July 1995

DAFB C-5 aircraft and approximately 50 base personnel left for Split, Croatia, in support of Operation QUICK LIFT.

- September 1995** Wing personnel airlifted critical supplies to the islands of St Thomas, St Croix, and Puerto Rico, after Hurricane Marilyn inflicted severe damage to the Caribbean. Dover C-5's also assisted with Hurricane Opal relief efforts in Florida during October 1995.
- November 1995** DAFB began transporting supplies to the Baltic region in support of Operation JOINT ENDEAVOR. Several aircrews took part in the early flying to Frankfurt, Germany, and to Taszar, Hungary.
- 8 April 1996** A wing C-5 aircraft diverted from Germany to Sierra Leone in support of Operation ASSURED RESPONSE. This operation evacuated Americans from the country of Liberia due to increased civil unrest. The wing flew a total of nine missions airlifting 540 tons of cargo and 450 passengers.
- 6 December 1996** More than 100 handicapped and terminally ill children departed DAFB on a chartered aircraft destined for Walt Disney World, Florida, in support of Operation DREAMLIFT.
- 10 August 2001** Dover C-5 aircraft finalized support of the humanitarian Operation JOINT GUARDIAN in response to a massive earthquake in the country of Macedonia. In total, the wing airlifted 391,000 pounds of equipment to the city of Skopje.



- 27 September 2005** Wing aircrews transported U.S. Army personnel to the city of New Orleans in support of Hurricane KATRINA and RITA.
- 21 May 2009** 436 AW transported \$110 million relief supplies to earthquake victims in Pakistan.

CHRONOLOGY

- 17 December 1941** U.S. Army leased the airport at Dover for military operations and assigned it to the First Air Force under the Eastern Command as a patrol base.
- 8 April 1943** Installation at Dover, Delaware, officially named Dover Army Air Base.
- 1 August 1943** Dover began operational training of P-47 fighter pilots.
- 2 February 1944** Dover Army Air Base renamed Dover Army Air Field.
- 1 July 1945** The primary mission of Dover Army Airfield changed from training fighter pilots to pre-separation of eligible personnel from the service.
- 30 September 1945** Recruitment added to the base's mission.
- 13 January 1948** Dover Army Airfield renamed Dover Air Force Base (DAFB).
- 1 April 1952** Military Airlift Transport Service (MATS) assumed command jurisdiction of DAFB. The new mission included airlifting critical cargoes and high-priority personnel to the Far East in support of the United Nations police action in Korea as well as support of overseas bases in the North Atlantic, United Kingdom, and Europe.
- 22 December 1953** Secretary of the Air Force designated DAFB as a permanent installation.
- 5 March 1954** Base operational responsibility assumed by 1607th Air Transport Wing.
- 15 October 1954** Hurricane Hazel strikes Delmarva Peninsula causing \$145,566 in damage.
- 16 December 1958** A C-133 *Cargomaster* aircraft at Dover AFB airlifted the heaviest load in the history of aviation, when it carried 117,900 pounds of cargo to an altitude of 10,000 feet, breaking the former world record held by a Soviet TU-104 in 1957.
- 17 December 1958** Four DAFB officers awarded State of Delaware's Conspicuous Service Cross by Governor J. Caleb Boggs for the rescue of a pilot from a F-86 *Sabrejet* crash.
- 22 September 1959** The 39th Air Transport Squadron landed at Mildenhall, England, with 87,600 pounds of cargo, the heaviest load ever airlifted to an overseas location by a C-133.
- 22 June 1960** Senator John F. Kennedy (D-MA) landed at Dover AFB and visited Delaware democratic delegates and newsmen at the Dover Hotel.
- 29 June 1960** Mr. Guy Lombardo and his Royal Canadians' aircraft made an unscheduled landing at Dover AFB enroute to a White House engagement.
- 18 April 1962** A C-124 *Globemaster* departed Dover carrying Colonel John Glenn's space capsule, *Friendship VII* to South America. All three of the wing's flying squadrons alternated escort duty during the worldwide tour; culminating at Seattle World's Fair on 6 August 1962.
- 25 July 1963** Aircraft piloted by the "Ninety Nines," members of the international organization of women fliers, landed at Dover AFB.
- 1 January 1964** Dover AFB assumed responsibility for all C-133 pilot and engineer training.

- 1 April 1964** Mr. Rod Serling, narrator-writer of TV's "Twilight Zone," show, jumped from a Dover C-124 operated by the 20th Air Transport Squadron during a paratroop training exercise at Fort Bragg, North Carolina.
- 17 September 1964** Mr. Walter Baisden, a refueling specialist, voluntarily exhibited great courage at extreme personal risk by driving a burning truck containing highly explosive gasoline beyond the range of parked aircraft. This action averted extensive damage or total loss of the C-124's and the ramp. On 8 March 1965, he received the Air Force Medal of Valor.
- 31 October 1964** President Lyndon B. Johnson and Mrs. Johnson arrived at Dover en route to a speaking engagement in the city of Dover.
- 11 December 1965** The "First State" C-141 *Starlifter* aircraft completed the longest non-stop flight ever logged by a DAFB aircraft. The C-141 flew from Yokota, Japan, to Dover AFB in 13 hours and 10 minutes.
- 8 January 1966** The U.S. Air Force established and organized the 436th Military Airlift Wing (MAW) at DAFB. The 436 MAW assumed all responsibility for base operations from the inactivated 1607th Air Transport Wing.
- 17-24 April 1967** A Dover-based C-133 set a record by completing a round trip to Saigon in less than eight days, accumulating 81 flying hours.
- 16 February 1971** The wing successfully passed the MAC Operational Readiness Inspection, one of only two MAC wings to do so on their first try.
- 16 April 1971** DAFB received their first C-5 *Galaxy* aircraft.
- 17-22 June 1971** The wing accomplished what no other MAC wing had ever done - flying 259 consecutive C-141 departures without a delay.
- 28 April 1973** Dover's C-141 *Starlifter* and aircrew made a historic flight to the People's Republic of China. This Presidential-directed special airlift mission supported the newly established U.S. liaison office in Peking.
- 2 July 1973** Aircraft swap between DAFB and Charleston AFB, South Carolina began.
- 5 September 1974** U.S. Congressman Pierre S. DuPont IV toured DAFB.
- 30 June 1975** The 436th Air Base Group Women's Air Force Squadron Section inactivated. Assigned personnel were integrated into almost every organization on DAFB.
- 5 January 1977** A "Zero Discrepancy Flight" was achieved for the first time for a C-5 aircraft. C-5 tail number 69-0026 departed DAFB in a "Black Letter Initial" signifying no discrepancies.
- 15 February 1977** Fifty-six consecutive on-time C-5 missions were launched. This was an all-time high record for no delay launches.
- 1 April 1978** The wing received the 1977 Mackay Trophy awarded for the most meritorious flight of the year. This mission consisted of airlifting a superconducting magnet to Moscow.
- 6 May 1980** The remains of eight servicemen, who were killed in the abortive attempt to rescue the American hostages held in Iran, arrived at Dover AFB on a C-141 from Zurich, Switzerland.

6 May 1982	Lieutenant General Jimmy Doolittle (retired) along with Mrs. Doolittle, visited the base.
29 April 1986	The remains of the seven astronauts killed in the “Challenger” mishap were processed through the Port Mortuary at DAFB.
28 March 1988	An all-female C-5 crew flew a European channel mission as part of the U.S. Air Force Women’s History Month celebration.
29 March 1989	Wing C-5 aircrews flew seven missions to Alaska to aid in clean-up efforts for the catastrophic oil spill by the Exxon Valdez at Prince William Sound.
7 September 1990	Headquarters MAC directed DAFB to stop all C-5 isochronal inspections so the wing could meet mission requirements brought on by Operation DESERT SHIELD.
October 1990	The wing launched a total of 359 C-5 sorties for the month. This number surpassed the sortie total during the entire Israeli relief effort in 1973.
12 February 1993	Dover Avenue renamed Tuskegee Avenue in honor of the Tuskegee Airmen.
14 March 1993	436th Medical Group initiated project Pets Uplifting People (PUPS), whereby trained dogs visited patients during their hospital stay.
22 April 1993	DAFB activated an electronic marquee at the north gate. This message center relayed important information to the base populace at a moment’s notice.
1 October 1994	DAFB's 436th Airlift Control Squadron inactivated. Most of the squadron's personnel were transferred to McGuire AFB, New Jersey.
23 October 1994	The first week of 3-ship, C-5 formation training began at Pope AFB, NC. The 436th Airlift Wing aircrews airdropped 60,000 pounds of cargo.
December 1994	Team Dover won the AMC Commander-in-Chief's Installation Excellence Annual Award.
March 1995	Six Dover C-5 aircraft assisted in the transportation of equipment for President Bill Clinton's visit to Haiti.
11-16 June 1995	Headquarters AMC conducted a Quality Air Force Assessment on the 436 AW and achieved the highest score ever recorded.
7 July 1995	DAFB played an important role in the month long C-17 Reliability, Maintainability, and Availability Evaluation.
August 1995	The wing's C-5 fleet temporarily evacuated the base as Hurricane Felix approached the Dover area.
November 1995	Environmental and defense ministers from Eastern European countries toured DAFB to observe the base's environmental restoration programs.
6 April 1996	DAFB held a ceremony to honor 33 Americans (including Commerce Secretary Ron Brown) who died in an airplane crash in Croatia. President Bill Clinton, and other dignitaries attended the event.
30 May 1996	DAFB hosted a “Launching a Dream” aerospace education program. School buses resembling space shuttles transported students from local schools to a modified C-5 aircraft functioning as a science laboratory.

27 June 1996	DAFB held a memorial ceremony for victims of the Khobar Towers terrorist attack in Dhahran, Saudi Arabia. General Ronald Fogelman, U.S. Air Force Chief of Staff attended the service. Four wing personnel received Purple Hearts for injuries sustained in this attack.
19 July 1996	A severe lightning storm hit DAFB causing the loss of all telephone communications. Maintenance personnel restored all systems in less than a week and minimal communication systems were online within 23 hours.
10 April 1997	A wing aircraft delivered the “Oscar Meyer Weiner Mobile” as part of a good will tour to the continent of Europe.
9 May 1997	Congressional Medal of Honor recipient, John L. Levitow, spoke to Airman Leadership class graduates at DAFB.
7 August 1997	Wing officials renamed Dover Street to Purple Heart Avenue in honor of all combat wounded veterans.
22 August 1997	A 9th Airlift Squadron aircrew delivered a National Aeronautics and Space Administration (NASA) satellite from Andrews AFB, Maryland, to Kagoshima, Japan. The satellite’s specifically manufactured container weighed over 49,000 pounds.
24 January 1998	The base opened a new consolidated club named, “The Landings.” (B 479)
18 April 1998	Retired Colonel Gail Halverson relived his role as the “Candy Bomber” when he dropped candy with attached parachutes from a C-54 over DAFB. This event kicked off the base’s celebration commemorating the 50th anniversary of the Berlin airlift.
5 May 1998	Colonel Felix M. Grieder, 436 AW commander, suspended the issuance of the anthrax vaccination on DAFB until documented safety assurance could be established. Members of the 436 Medical Group began re-administering the vaccine a week later.
29 May 1998	DAFB’s new main gate opened, completing one of the primary Delaware State Route 1 construction phases.
1 June 1998	The TRICARE healthcare system officially started on DAFB.
23 June 1998	Crewmembers from the 3d and 9th Airlift Squadrons achieved a world record by airdropping a 42,000 pound load from a C-5 aircraft. This event occurred over the Yuma proving grounds in Arizona.
15 November 1999	The 436th Communications Squadron unveiled its new base website. This site provided base personnel and public customers access to commonly requested information and facts about the base.
7 January 2000	Four sections of the Berlin Wall passed through the 436th Aerial Port en-route to the USAF Museum located at Wright-Patterson AFB, Ohio.
1 February 2000	DAFB implemented the use of Border Collies in an effort to minimize the danger of birds near the flightline.
1 May 2000	The 436th Medical Group began a customer service initiative by assigning military members and their dependents to a Primary Care Manager (PCM).
4 May 2000	The “I Love You” computer virus struck DAFB and shut down the base’s electronic mail server. Members of the 436th Communications Squadron spent more than 306 man-hours to bring the system back on-line.

26 May 2000	The newly formed Airmen Against Drunk Driving began on DAFB.
27 July 2000	The Central Delaware Chamber of Commerce received the Abilene trophy. This award honored the City of Dover's contributions in providing outstanding community support for DAFB.
27 March 2001	The 436th Airlift Wing won the Lieutenant General Malcolm B. Armstrong trophy as the best airlift wing in 21st Air Force.
20 May 2001	Staff Sergeant Mickel Howell and his military working dog "Daro," 436th Security Forces Squadron, won the annual Top Dog competition. This event singled out the best dog/handler in the Department of Defense.
21 September 2001	The Air Force Chief of Staff approved the prohibition of uniform wear when traveling on official orders within the continental United States.
4 October 2001	Miss America 2002, Ms. Katie Harmon visited DAFB.
27 October 2001	DAFB's Allen Frear elementary school donated over \$1,534.00 in pennies and small change to the United Service Organization (USO) of Dover.
3 January 2002	DAFB Airmen departed the base in support of detainee operations at Guantanamo Bay Naval Station, Cuba.
7 January 2002	Members of the 436th Security Forces Squadron deployed to Salt Lake City, Utah to assist with security during the Winter Olympic games.
10 July 2002	A wing C-5 aircraft departed for Kabul, Afghanistan, transporting 13,115 pounds of school supplies collected by 58 U.S. schools for the Chances for Children charity organization.
12 September 2002	Air Portugal flight 1315, carrying 235 passengers enroute from Lisbon, Portugal, to John F. Kennedy International Airport, New York, received an F-16 fighter aircraft escort to DAFB after failure by the airline crew to observe newly established airspace restrictions.
3 January 2004	A DAFB special operations, low-level (SOLL) aircrew retrieved a C-5 aircraft downed by hostile fire. In April of this year, Dover stopped performing these SOLL missions.
8 October 2004	A small amount of World War I chemical projectiles were discovered in and around DAFB.
3 April 2006	A C-5 aircraft crashed shortly after take-off just south of DAFB. Seven members of a 512 AW crew sustained mild injuries. All 17 personnel onboard the aircraft survived.
12 May 2006	Air Mobility Command, state, and federal officials placed DAFB on the Environmental Protection Agency's Superfund National priorities list. This list contained the names of the top agencies in the environmental awareness field.
15 October 2006	All DAFB aircraft changed from the yellow tail flash to a blue stripe with an Eagle's head. This design used the wing's stars, colors, and logos. The liberty bell and colonial blue background in a diamond shape represented both wings and the state of Delaware.
16 November 2006	A DAFB crew flew a first training mission in a C-17 <i>Globemaster III</i> .

- 1 January 2007** AMC initiated a rebalancing plan that processed most of the cargo headed for southwest Asia. DAFB and McGuire AFB, New Jersey, became the focal points for cargo movement to the area vice Charleston, South Carolina. DAFB aircraft continued to make loading stops at Charleston prior to crossing the Atlantic Ocean and heading into theater of operations.
- 28 April 2007** Staff Sergeant Huey L. Harris, III, 436th Services Squadron, received the Purple Heart medal after surviving an encounter with a suicide bomber in support of Operation ENDURING FREEDOM.
- 8 January 2008** Senator Joseph Biden (D-DE), Senator Thomas Carper (D-DE), House of Representative Mike Castle (R-DE) and Dover Mayor Carlton Carey participated in a ground breaking ceremony for the base's new air traffic control tower.
- 14 April 2008** The Department of Defense announced that Dover Air Force Base won the 2008 Commander-In-Chief's Annual award for Installation Excellence. This marked the first time in the 23-year history of the award that an Air Mobility Command installation won at the Air Force level. Wing officials attended a reception in their honor at the Pentagon on 8 May 2008.
- 23 May 2008** DAFB maintenance personnel, in conjunction with members of the Boeing Corporation team, completed a C-17A *Globemaster III*, tail number-7073, aircraft acceptance inspection in 12 hours. The new procedures incorporated into the acceptance inspection were a result of an AFSO21 rapid improvement event. The acceptance inspection previously took anywhere from 36 to 48 hours to complete. The new process enabled the aircraft to perform its first mission to Iraq less than 24 hours after its wheels hit DAFB's runway.
- 30 June 2008** A Dover based C-5 aircraft transported two MQ-9B *Predator* unmanned aerial vehicles to Balad, Iraq, in support of Operation IRAQI FREEDOM. These aircraft performed their first operational sortie on 21 July 2008.
- 11 July 2008** A DAFB C-17A aircraft transported a male and a female giant squid from Spain to the Smithsonian National Museum of Natural History. The cargo transited through Dover's aerial port and then trucked to Washington D.C.
- 29 January 2009** At approximately 1130L, a National Aeronautics and Space Administration *Super-Guppy* landed at Dover Air Force Base for refueling. The aircraft was used to fly international space station parts across the country before being sent into space. The aircraft's nose folds away to facilitate the loading of larger pieces of cargo.
- 12 March 2009** Members of the 436th Aerial Port Squadron loaded a HERCULES (Heavy Equipment Recovery Combat Utility Lift and Evacuation System) on a C-17 *Globemaster III* aircraft. This piece of equipment towed and recovered inoperative tanks.
- 5 April 2009** The Department of Defense changed its policy and started allowing the news media, with the next-of-kin's approval, to be present for the arrival of fallen service members. The family of Staff Sergeant Phillip Myers, Hopewell, Virginia, permitted the first observation of a dignified transfer (DT) by the news media. This marked the first casualty to be observed arriving at Dover since the media ban was put in place in 1991.

- 1 May 2009** Colonel Eric Wydra led a rededication ceremony for the John Wesley Methodist Episcopal African American cemetery located on the southern side of Dover Air Force Base. In 1990, the three quarter acre piece of land was purchased by the federal government and added to the base. A \$70,000 restoration project began in early 2007. In the late 1950s as many as 100 head stones filled the cemetery, but neglect and vandalism reduced this number to 13 as of this date.
- 10 June 2009** Representatives from the Central Dover Chamber of Commerce accepted the 2009 Abilene Trophy during a ceremony held at the Air Mobility Command Museum. The award, named after the city of Abilene, Texas, was given to the most military-friendly city. This marked the first time since 1999 the trophy had been presented to the city of Dover.
- 13 September 2009** An aircrew composed of eight members of the 709 AS and four from the 9 AS set 41 world records flying the C-5M *Super Galaxy* aircraft. The aircraft named, *The Spirit of Normandy*, tail number 86-0013, underwent operational testing as part of the AFOTEC program.
- 29 October 2009** The President of the United States, Barack H. Obama, visited Dover Air Force Base in order to experience a dignified transfer. President Obama spoke with the relatives of the fallen at the base chapel.
- 30 October 2009** TSgt Jimmy A. Heater and Technical Sergeant Paul F. Nelson, both from the 436th Logistics Readiness Squadron, earned a Bronze Star medal for meritorious service while deployed as a mentor for the Afghan Army's heavy company commanders.



The Bronze Star is awarded to any person who, while serving in any capacity in or with the military of the United States after 6 December 1941, distinguished himself or herself by heroic or meritorious achievement or service, not involving participation in aerial flight, while engaged in an action against an enemy of the United States; while engaged in military operations involving conflict with an opposing foreign force; or while serving with friendly foreign forces engaged in an armed conflict against an opposing armed force in which the United States is not a belligerent party.

- 6 January 2010** United States Air Force and local civilian officials dedicated the new Center for Families of the Fallen on Dover Air Force Base (DAFB). This facility provided an area for families of military personnel whose remains returned through DAFB, to rest and receive counseling sessions
- 18 January 2010** A DAFB C-5M delivered more than 85,000 pounds of equipment to troops supporting Operation IRAQI FREEDOM. This aircraft became the first “M” model to land in the country of Iraq
- 25 February 2010** Members of the 436th Security Forces Squadron increased their presence at the base’s entry gates and locked down some buildings after learning that a wanted armed fugitive was on the base. After receiving a tip from the Milford, Delaware police department, the fugitive’s vehicle was located in an on-base parking lot. It was later determined that the vehicle was driven by a family member. The fugitive was apprehended later that day in an off-base location
- 10 April 2010** A \$3 million Mobile Tail Enclosure (MTE) structure became operational on DAFB. This structure allowed maintenance to continue despite adverse weather conditions



Maintenance personnel and base engineers prepare the Mobile Tail Enclosure for final placement

- 22 April 2010** Stand-up comedian Dave Attell performed a free show for U.S. military members stationed in Delaware. The comedy show took place in the town of Smyrna, Delaware, approximately 10 miles north of Dover
- 29 June 2010** Construction began on a new one million gallon water tank on DAFB. The \$1.6 million project replaced both the below-ground tanks and the pumping system

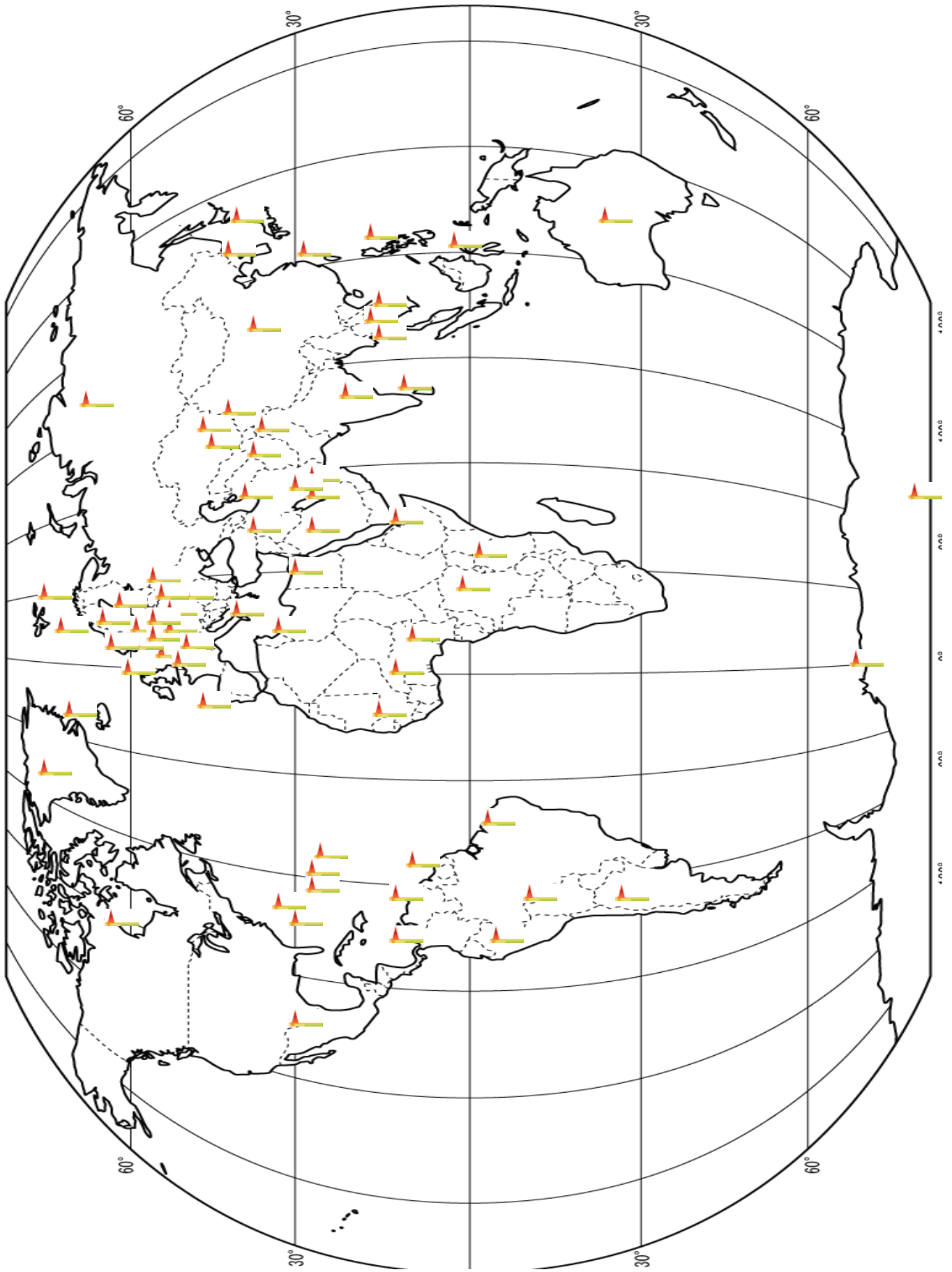


The new base water tank neared completion

- 24 August 2010** The Eagle Firefighter Association on DAFB received two pieces of steel from the New York World Trade Center, the site of the 2001 terrorist attacks. The two pieces of steel combined weighed 700 pounds. One piece measured eight and a half inches long, 16 inches wide and three inches thick and the other measured at 10 feet four inches long, 13 inches wide and five inches thick. These metal beams were scheduled to become the centerpiece of a memorial anticipated to be unveiled in September 2011
- 27 October 2010** A film crew from cable television's "History Channel" visited DAFB and documented aerial port operations, including loading pallets and moving a 60K loader into the nose of a C-5 *Galaxy* aircraft. The show was scheduled to be aired in February 2011 covering all aspects of modern transportation

19 March 2011	A Digital Airport Surveillance Radar (DASR) replaced Dover's air traffic control tower's analog radar. The new radar system improved the effectiveness and line of sight for base air traffic controllers. The DASR cost approximately \$20 million
29 April 2011	A Dover C-5M airlifted an Alpha Magnetic Spectrometer (AMS) from Geneva, Switzerland, to Cape Canaveral, Florida, to be utilized on the last space shuttle <i>Endeavour</i> launch
26 May 2011	SrA Geanny Hernandez Quiala, 436th Aerial Port Squadron, presented a gold medal for judo he won at the 2010 Pan American Games to Col Joan H. Garbutt during a brief ceremony held outside of the base fitness center. Airman Quiala wanted to show his appreciation to all the officers on Dover by this gesture .
15 August 2011	A community services program called <i>Positive Points</i> provided educational support to children of low to moderate income families. Five bus loads of these individuals dropped off 300 care packages at Dover's aerial port to be delivered to military members serving in combat areas of responsibility. The packages included cookies, cards, pillows, toiletries and candy bags.
17 October 2011	DAFB C-5 <i>Galaxy</i> and <i>Super Galaxy</i> aircraft participated in Air Mobility Command's strategic airlift surge. This five day operation increased a typical day's flying activity from 18 missions to 41. To date, the best C-5 daily achievement occurred in 2007 with the flight of 33 C-5 missions on a single day.
2 November 2011	A Dover aircrew flew the base's final Iraq channel mission. These channel mission were transferred to joint Base McGuire/Dix and were integrated into the Kuwait channels.
15 November 2011	The DAFB recycling center and scrap yard celebrated "America Recycles Day" by offering the first 150 customers free hot dogs and drinks. The recycling center accepted bagged paper products, cardboard, wood, electronics and scrap metals.
16 December 2011	Dover's new fitness center opened its doors for the first time. The \$11 million state-of-the-art facility replaced a smaller, 50-year old fitness center building.

International Locations Transited by 436th Airlift Wing Aircraft



C-5 GALAXY



Mission

The gigantic C-5 *Galaxy*, with its tremendous payload capability, provides the Air Mobility Command airlift in support of United States national defense. The C-5 can carry fully equipped combat-ready military units to any point in the world on short notice and then provide field support required to help sustain the fighting force.

Features

The C-5 is one of the largest aircraft in the world and the largest airlifter in the Air Force inventory. The C-5 can carry more than any other airlifter. It has the ability to carry 36 standard pallets and up to 81 troops simultaneously. The *Galaxy* also carries all of the Army's air-transportable combat equipment, including such bulky items as its 74-ton mobile scissors bridge from the United States to any theater of combat on the globe. It can also carry outsize and oversize cargo intercontinental ranges and can take off or land in relatively short distances. Ground crews are able to load and off-load the C-5 simultaneously at the front and rear cargo openings, reducing cargo transfer times. Other features of the C-5 include:

- Able to operate on runways 6,000 feet long (1,829 meters)
- Five landing gear totaling 28 wheels to distribute the weight.
- Nose and aft doors that open the full width and height of the cargo compartment to permit faster and easier loading.
- A "kneeling" landing gear system that permits lowering of the parked aircraft so the cargo floor is at truck-bed height or to facilitate vehicle loading and unloading.
- Full width drive-on ramps at each end for loading double rows of vehicles.

A system that records and analyzes information and detects malfunctions in more than 800 test points.

The C-5 has the distinctive high T-tail, 25-degree wing sweep, and four TF39 turbofan engines mounted on pylons beneath the wings. These engines are rated at 43,000 pounds of thrust each, and weigh 7,900 pounds (3,555 kilograms) each. They have an air intake diameter of more than 8.5 feet (2.6 meters). Each engine pod is nearly 27 feet long.

The Galaxy has 12 internal wing tanks with a total capacity of 51,150 gallons (194,370 liters) of fuel -- enough to fill 6 1/2 regular size railroad tank cars. A full fuel load weighs 332,500 pounds (150,820 kilograms). A C-5 with a cargo load of 270,000 pounds (122,472 kilograms) can fly 2,150 nautical miles, off-load, and fly to a second base 500 nautical miles away from the original destination -- all without aerial refueling. With aerial refueling, the aircraft's range is limited only by crew endurance.

Background

Lockheed-Georgia Co. delivered the first operational Galaxy to the 437th Airlift Wing, Charleston Air Force Base, S.C., in June 1970. C-5s are operated by active-duty, reserve, and Air National Guard crews. They are currently stationed at Dover AFB, DE.; Travis AFB, CA.; Lackland AFB, TX; Stewart Air National Guard Base, N.Y.; Martinsburg ANGB, W.V.; Memphis ANGB, TN.; Wright-Patterson AFB, OH and Westover Air Reserve Base, MA.

In March 1989, the last of 50 C-5B aircraft was added to the 76 C-5As in the Air Force's airlift force structure. The C-5B includes all C-5A improvements as well as more than 100 additional system modifications to improve reliability and maintainability.

Based on a study showing 80 percent of the C-5 airframe service life remaining, AMC began an aggressive program to modernize the C-5. The C-5 Avionics Modernization Program began in 1998 and includes upgrading avionics to communications, navigation, surveillance/air traffic management compliance, improving navigation, communication, and safety equipment, and installing a new autopilot system.

Another part of the modernization plan is a comprehensive Re-Engining and Reliability Program. The centerpiece of this program is the General Electric CF6-80C2 commercial engine. This engine delivers a 22 percent increase in thrust to the C-5M, a 30 percent shorter take-off roll, has a 58 percent faster climb rate and will allow significantly more cargo to be carried over longer distances. With its new engine and upgrades, the C-5 becomes the C-5M Super Galaxy.

This modernization program will enhance aircraft reliability and maintainability, maintain structural and system integrity, reduce cost of ownership and increase operational capability well into the 21st century.

General Characteristics:

Primary Function: Outsize cargo transport

Prime Contractor: Lockheed-Georgia Co.

Power Plant: Four General Electric TF-39 engines

Thrust: 43,000 pounds, each engine

Wingspan: 222.9 feet (67.89 meters)

Length: 247.1 feet (75.3 meters)

Height: 65.1 feet (19.84 meters)

Cargo Compartment: height, 13.5 feet (4.11 meters); width, 19 feet (5.79 meters); length, 143 feet, 9 in (43.8 meters)

Pallet Positions: 36

Maximum Cargo: 270,000 pounds (122,472 kilograms)

Maximum Takeoff Weight: 769,000 pounds (348,818 kilograms) (peacetime), 840,000 pounds (381,024 kilograms) (wartime)

Speed: 518 mph (.77 Mach)

Range: 6,320 nautical miles without air refueling; unlimited with in-flight refueling

Crew: 7 (pilot, co-pilot, two flight engineers and three loadmasters)

Unit Cost: C-5A - \$152.8 million (fiscal 1998 constant dollars)

C-5B - \$179 million (fiscal 1998 constant dollars); Modification unit cost, \$90 million (fiscal 2009 constant dollars)

Deployed: C-5A – 1969

C-5B – 1980

C-5M – 2009

Inventory: C-5A-59

C-5B-47

C-5C-2

C-5M-3.

C-17 Globemaster III



Mission

The C-17 Globemaster III is the newest, most flexible cargo aircraft to enter the airlift force. The C-17 is capable of rapid strategic delivery of troops and all types of cargo to main operating bases or directly to forward bases in the deployment area. The aircraft can perform tactical airlift and airdrop missions and can also transport litters and ambulatory patients during aeromedical evacuations, when required. The inherent flexibility and performance of the C-17 force improve the ability of the total airlift system to fulfill the worldwide air mobility requirements of the United States.

The ultimate measure of airlift effectiveness is the ability to rapidly project and sustain an effective combat force close to a potential battle area. Threats to U.S. interests have changed in recent years, and the size and weight of U.S.-mechanized firepower and equipment have grown in response to improved capabilities of potential adversaries. This trend has significantly increased air mobility requirements, particularly in the area of large or heavy outsize cargo. As a result, newer and more flexible airlift aircraft are needed to meet potential armed contingencies, peacekeeping or humanitarian missions worldwide. The C-17 is capable of meeting today's demanding airlift missions.

Features

Reliability and maintainability are two outstanding benefits of the C-17 system. Current operational requirements impose demanding reliability and maintainability. These requirements include an aircraft mission completion success probability rate of 92 percent, only 20 aircraft maintenance man-hours per flying hour, and full and partial mission availability rates of 74.7 and 82.5 percent, respectively. The Boeing warranty assures these figures will be met. The C-17 measures 174 feet long (53 meters) with a wingspan of 169 feet, 10 inches (51.75 meters). The aircraft is powered by four, fully reversible, Federal Aviation Administration-certified F117-PW-100 engines.

& Whitney PW2040), currently used on the Boeing 757. Each engine is rated at 40,440 pounds of thrust. The thrust reversers direct the flow of air upward and forward to avoid ingestion of dust and debris. Maximum use has been made of off-the-shelf and commercial equipment, including Air Force-standardized avionics.

The aircraft is operated by a crew of three (pilot, copilot and loadmaster), reducing manpower requirements, risk exposure and long-term operating costs. Cargo is loaded onto the C-17 through a large aft door that accommodates military vehicles and palletized cargo. The C-17 can carry virtually all of the Army's air-transportable equipment.

Maximum payload capacity of the C-17 is 170,900 pounds (77,519 kilograms), and its maximum gross takeoff weight is 585,000 pounds (265,352 kilograms). With a payload of 169,000 pounds (76,657 kilograms) and an initial cruise altitude of 28,000 feet (8,534 meters), the C-17 has an unrefueled range of approximately 2,400 nautical miles. Its cruise speed is approximately 450 knots (.76 Mach). The C-17 is designed to airdrop 102 paratroopers and equipment.

The design of the aircraft allows it to operate through small, austere airfields. The C-17 can take off and land on runways as short as 3,500 feet (1,064 meters) and only 90 feet wide (27.4 meters). Even on such narrow runways, the C-17 can turn around using a three-point star turn and its backing capability.

Background

The C-17 made its maiden flight on 15 September 1991, and the first production model was delivered to Charleston Air Force Base, S.C., 14 June 1993. The first squadron of C-17s, the 17th Airlift Squadron, was declared operationally ready 17 January 1995. The Air Force originally programmed to buy a total of 120 C-17s, with the last one being delivered in November 2004. Current budget plans involve purchasing 205 aircraft.

The original 120 C-17s were based at Charleston AFB; McChord AFB, WA., (first aircraft arrived in July 1999); Altus AFB, OK.; and at an Air National Guard unit in Jackson, MS. In August 2005, March Air Reserve Base, CA., began basing the first of eight aircraft. In February 2006, Hickam AFB, HI, received its first C-17.

The C-17 is operated by the Air Mobility Command at the 60th Airlift Wing and the 349th Air Mobility Wing (Associate Reserve) at Travis AFB, CA.; 436th AW and 512th AW (Associate Reserve) at Dover AFB, DE.; 62nd AW and 446th AW (Associate Reserve) at

McChord AFB, WA.; 437th Airlift Wing and 315th AW (Associate Reserve) at Charleston AFB, S.C.; the 305th AMW, McGuire AFB, N.J.; and the 172nd AW, MS ANG. Additionally, Air Force Materiel Command operates two C-17s at Edwards AFB, CA., and Pacific Air Forces operates eight aircraft each at Elmendorf AFB, AK and Hickam AFB, HI (Associate Guard). The Air Force Reserve Command operates eight aircraft at March Air Reserve Base, CA; and Air Education and Training Command has 12 aircraft at Altus AFB, OK.

General Characteristics:

Primary Function: Cargo and troop transport

Prime Contractor: Boeing Company

Power Plant: Four Pratt & Whitney F117-PW-100 turbofan engines

Thrust: 40,440 pounds, each engine

Wingspan: 169 feet 10 inches (to winglet tips) (51.75 meters)

Length: 174 feet (53 meters)

Height: 55 feet 1 inch (16.79 meters)

Cargo Compartment: **length**, 88 feet (26.82 meters); **width**, 18 feet (5.48 meters); **height**, 12 feet 4 inches (3.76 meters)

Speed: 450 knots at 28,000 feet (8,534 meters) (Mach .76)

Service Ceiling: 45,000 feet at cruising speed (13,716 meters)

Range: Global with in-flight refueling

Crew: Three (two pilots and one loadmaster)

Aeromedical Evacuation Crew: A basic crew of five (two flight nurses and three medical technicians) is added for aeromedical evacuation missions. Medical crew may be altered as required by the needs of patients

Maximum Peacetime Takeoff Weight: 585,000 pounds (265,352 kilograms)

Load: 102 troops/paratroops; 36 litter and 54 ambulatory patients and attendants; 170,900 pounds (77,519 kilograms) of cargo (18 pallet positions)

Unit Cost: Unit Cost: \$202.3 million (fiscal 1998 constant dollars)

Date Deployed: June 1993

Inventory: Active duty – 158
Air National Guard – 8
Air Force Reserve - 8

Aircraft flown by the 436th Troop Carrier/Airlift Wing

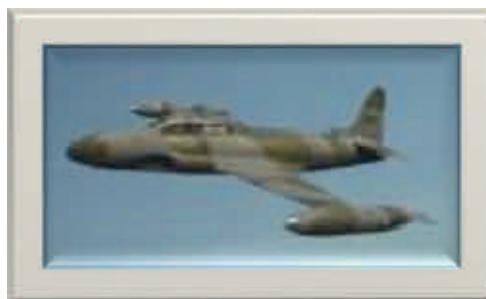
T-7 *Gloster Meteor* (1949-1951)

T-11 *Kansan* (1949-1951)



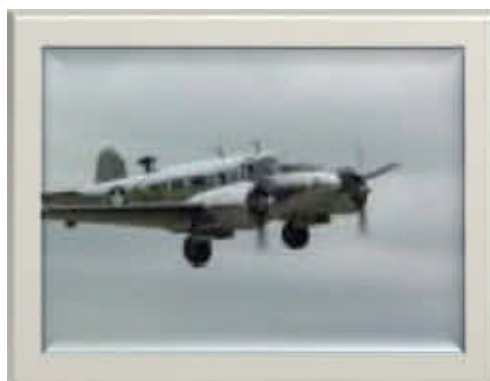
T-28 *Trojan* (1955)

T-33 *Shooting Star* (1955)



C-47 *Skytrain* (1943-1951)

C-45 *Expeditor* (1949-1957)



C-46 *Commando* (1955-1957)



C-119 *Flying Boxcar* (1957)



C-124 *Globemaster II* (1966-1969)



C-133 *Cargomaster* (1966-1971)



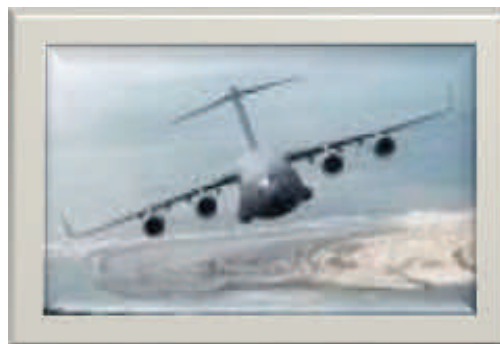
C-141 *Starlifter* (1966-1973)



C-5 *Galaxy* (1971-Present)



C-17 *Globemaster III* (2007-Present)



History of Dover's Port Mortuary

What started out in 1955 with a couple of Quonset huts connected by a covered walkway and an administrative area, steadily improved to where it is now; the Department of Defense's (DoD) largest mortuary with over 73,000 square feet. On 1 April 1955, the DoD Aerial Port Mortuary responsibilities transferred from Westover Air Force Base, Massachusetts, to Dover Air Force Base, Delaware (DE), at the direction of Headquarters, Atlantic Division. Mortuary officials moved into building T-173 and received more than \$16,000 of appropriated funds for their facility and associated equipment. The original staff consisted of eight military and two civilians which maintained the facility around the clock. The hut housed enough equipment to service up to four remains in a 24-hour period. On 19 September 1959, the processing facility moved from building T-173 to building 473. This move provided more space and improved facility amenities. The U.S. Army Escort Detachment accomplished the interior decorating in the new facility with painting, floor coverings, curtains and pictures. Identification and emergency morgue operations remained in the former building.

In September 1957, the Port Mortuary underwent a drastic change concerning the remains identification process. When required, an identification specialist traveled from Randolph Air Force Base, Texas, to scientifically identify a body. In order to alleviate this situation, higher headquarters added a permanent civilian mortuary technician and a qualified identification specialist. Identification is one of the most important functions provided at the Port Mortuary.

At that time many of our fallen arrived at Dover by rail. In 1959, the DoD introduced a new narrative format for the Western telegrams that notified of shipping schedules. though a rather inexpensive mode of transportation, it possessed many problems the erratic schedule of the and frequency of missed tions, to name a couple. road's lack of cooperation to rectify such errors, in nation with the lack of accommodations for es- resulted in Air Force ship to seek alternative modes. Another influence toward air shipment was that railroad crews normally worked five days a week. The problems this created for weekend shipments combined with other factors resulted in discussion of using air transportation for future shipments.



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On 1 May 1960, DoD officials tested a logistical switch to commercial airline shipment, when feasible. This test resulted in a savings of approximately \$4,000 on the first 25 shipments. In 1969, the U.S. Army learned that remains could be shipped more economically from Frankfurt, Germany, to New York via commercial air utilizing a special rate rather than by Military Airlift Command (MAC) transport to Dover Air Force Base, Delaware. This prompted the U.S. Army to establish a mortuary processing facility at Fort Hamilton, New York. This facility prepared remains arriving on commercial air. As time passed, the commercial air

rate increased to \$1.75 per pound and MAC rates remained at .475 cents per pound. Naturally, DoD switched back to MAC airlift to assume this tasking. This move was made even though some remains landed at McGuire Air Force Base, New Jersey, and then trucked to Dover for customs inspections and then transported to Fort Hamilton, New York, via hearse. This complicated trip resulted in more than double the ground time and expense. By the end of the decade, the Fort Hamilton processing center closed and Dover became the future shipment focal point. As our ability to return our fallen home improved the necessity for multiple port mortuaries declined. By 1966, only the Travis AFB, California, and Dover Port Mortuaries remained.

With the start of Operations DESERT SHIELD and DESERT STORM, Dover's Port Mortuary anticipated increased activity. Fortunately, these actions produced only 310 casualties and not the thousands predicted in a worst case scenario. This drove the construction of two new wings, erected in 26 days, during the winter months of 1991, which added 15,000 square feet to their work area. One wing was designated for embalming where 50 technicians could work, simultaneously. Security fencing was installed surrounding 12 trailers that were set up as an extension of the mortuary. The Base Auto Hobby Shop ceased operations and became a mortuary extension. The construction of a large shelter provided weather protection and privacy. Base officials planned to expand the X-ray, autopsy, DNA and personal effects sections of the mortuary, but

these ideas were never placed into action until the construction of the Charles C. Carson Center for Mortuary Affairs.



The end of the Cold War and the drawdown of U.S. forces in Europe reduced the mortuary's case load. This necessitated revamping the method of operations. In January 1994, The Dover Port mortuary became a complete in-house operation resulting in outside contract funeral services to no longer be necessary. In the event of mass disasters, contingency plans would utilize DoD support as well as outside licensed embalmers to assist. Transportation and

caskets were provided through contract services with funeral homes in the local area. In August 1994, the front office areas were significantly refurbished. This resulted in the creation of a lounge for families and escorts, escort briefing rooms with lowered ceilings, computer rooms, new oak doors and miscellaneous woodwork. Background music was installed to provide a more pleasing atmosphere for escorts and other visitors. In 1995, the U.S. Army Escort detachment, which had historically maintained a presence at the Port Mortuary closed. The following year, some members of the 512th Airlift Wing, a reserve unit, moved into the building due to a temporary lack of office space on Dover Air Force Base. In April, the U.S. Army commenced shipment of all army remains direct from Europe to final destination, bypassing the Port Mortuary completely. Additionally, repatriated Air Force remains from the Vietnam-era began transiting Dover for subsequent internment at Arlington National Cemetery, Virginia. On 1 November 1996, Mr. Charles C. Carson, mortuary officer retired after 26 years of service at the Mortuary. Beginning in 1998, the mortuary received a tasking to train nine reserve units and four active duty units in mass fatality processing. This course was renamed the Port Mortuary Operations course in 2009. Several two- and three-day classes were held at Dover AFB resulting in 5-600 trained augmentees. The 512th Mission Support Services Squadron continues to maintain a full time office and their weekend training is also accomplished at the facility. In 2001, the Port Mortuary at Travis AFB closed leaving Dover as the only Port Mortuary for all of the Department of Defense.

After the events of September 11, 2001, the Port Mortuary played a significant role in the identification, preparation and return home of our fallen who perished at the Pentagon on that fateful day. Force support was provided by all branches of service in order to assist in the effort. Although the operation was successful, it became evident that the current facility was not suited for such a contingency event. This resulted in the construction of the current facility in existence today, the Charles C. Carson Center for Mortuary Affairs. This state-of-the-art facility, completed in 2003, became the lynch-pin for all global mortuary operations for the DoD and possesses the capability of maintaining current global conflict operations from Operation ENDURING FREEDOM and IRAQI FREEDOM, as well as other contingency responses that might arise. On 15 December 2008, the Air Force Mortuary Affairs Operations Center (AFMAO) activated as a named activity under the command of Colonel Robert Edmondson. The Port Mortuary became a division of the AFMAO along with Headquarters, Air Force Mortuary Affairs which was previously located at the Air Force Services Agency in San Antonio, Texas, on 5 January 2009. The Mortuary Affairs (MA) Division has the global responsibility for all Air Force active duty deaths, dependents, retirees, their dependents and other eligible personnel while serving the USAF, education and training and policy for the mortuary affairs program, personal property program, and the "Families of the Fallen" program. Additionally, the MA division administers the past conflict repatriation program for all eligible deceased personnel who perished in previous conflicts, are recovered and identified by the Joint Prisoner of War Missing Persons Accounting Command's Central Identification Library in Hawaii. The creation of an Operations Division streamlined daily functions and allowed

each division to focus tasks. This resulted in the AFMAO consisting of three divisions all located at the Charles C. Carson Center for Mortuary Affairs reporting to Headquarters Air Force.

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dependent upon the primary next-of-kin's consent. Included in this authorization was the entitlement for up to three family members, or more as authorized by each Service Secretary, to travel to Dover AFB to witness the dignified transfer of their loved one. This required extensive family support mechanisms, media rules of engagement, flightline coordination and transportation solutions for arriving family members to be created in a very short period of time. All of these functions were expertly completed and a family support team was created consisting of a Chaplain, Chaplain assistant, mental health technician and a funeral director to be with attending family members throughout the dignified transfer in order to provide the necessary care, service and support.

Today our fallen are received at the facility at all hours and are cared for with the highest level of dignity, honor and respect. Once they arrive at the mortuary, the first step is to declare the remains safe of any unexploded ordnance, such as personal firearms, rescue flares or hostile rounds. This is accomplished using scanners similar to those used at commercial airports. These units are operated by the 436th Civil Engineer Squadron Explosive Ordnance Disposal personnel. Once determined to be "safe" a numbered bar code is assigned which is used to track the progress of the remains and personal effects through processing and shipment. Medical photography is utilized to document the condition of the remains upon arrival and to visually record personal effects. Personal items that can be returned to the families are cleaned and returned. Again, the bar codes and nine computer stations come into play in the monumental task of maintaining accountability.

The Air Force adopted the policy of foot printing all flying personnel, aiding in their identification and was accomplished at the member's annual physical exam. The finger/foot print station is manned by the Federal Bureau of Investigation. Forensic dental and medical radiology personnel man X-ray stations including a state-of-the-art Magnetic Resonance Imaging System (MRI). X-ray film processing is also provided at the facility. Once scientific positive identification is made the next step is autopsy. These ten stations are manned by pathologists from the Office of the Armed Forces Medical Examiner (OAFME) from Rockville, Maryland. They bring all their own instruments and support personnel consist of both OAFME and Port Mortuary staff. It is their job to determine the cause of death and to chart any trauma or disease.

Each of our fallen has a personal escort whose duty it is to see the remains safely home and to carry necessary documentation to the funeral home. When the family chooses a military escort, each service will assign a uniformed member of equal or higher rank, preferably from the same unit or career field to escort them home. The person authorized to direct disposition of remains may also request a "special escort" who may not be a military member. The escort is frequently requested to stay for the funeral. Military honors are made available by the base closest to the place of internment. This consists of military pallbearers, firing party, color guard, bugler and an officer or non-commissioned officer in charge and a chaplain if requested. Families have the choice of two caskets, either an 18 gauge metal protective casket, silvertone in color with a white crepe interior, or a hardwood casket, walnut finish with a rosetan crepe interior. A United States flag drapes the casket of an active duty member. This is presented to the person authorized to direct disposition of the remains, with additional flags for the spouse, children and parents. Provisions are made for all authorized recipients to receive a flag. In order to provide sentimental significance, each flag will have draped the casket at some time. In addition, each flag is presented with a hardwood flag case. The interior of each case displays a complete set of awards and decorations, badges, collar devices and grade insignia.

If cremation is selected in lieu of earth burial or entombment, the hardwood casket is used in order for the casket to be consumed during the cremation process. In 2008 Port Mortuary personnel in collaboration with area casket companies, designed a special hardwood cremation casket similar in design to the standard hardwood. This casket, aptly named the "Dover," is constructed using specialized dowels and polymer clamp nails which reduced the metal content down to .4 pounds, and is finished with an ecologically friendly satin finish suitable for cremation. The choice of urns consists of either American black walnut or bronze. Both of these choices have the branch of service emblem attached and are engraved with the name, rank, date of birth and date of death. Since cremation is an irreversible process, families are encouraged to have the cremation performed at service destination in order to allow them the opportunity to have the casket at the service prior to the cremation process should they change their minds. In the event families choose to effect cremation by the Government, the DoD's sole crematory is housed at the AFMAO under the direction of the Port Mortuary and Operations Divisions to carry out their wishes. The crematorium was built into the facility and employs the use of two retort-designed cremator units with full operational capability as of October 2009.

Since the opening of the Port Mortuary in 1954, these professionals have reunited more than 57,000

fallen heroes with their families and loved ones with dignity, honor and respect. The total equates to nearly three casualties a day for 54 years. Although we do not know what the future holds through times of turmoil, war and disasters, the dedicated professionals of the AFMAO stand ready to answer the nation's call and render dignity, honor and respect for the fallen heroes and care, service and support to their families.



***DAFB has attracted national attention because of its
mortuary service during these catastrophic incidents:***

Vietnam Conflict	1966-1973	21,693
USS <i>Liberty</i>	June 1967	27
USS <i>Barcelona</i>	January 1977	51
Canary Islands	March 1977	326
Alaska-England	July 1978	32
Guyana, South America	November 1978	913
Turkey	March 1980	18
Tehran, Iran	May 1980	8
Egypt	November 1980	17
Germany	January 1981	9
Keflavik, Iceland	October 1981	8
Turkey	April 1982	27
Crete, Greece	April 1982	11
Beirut, Lebanon	12 October 1983	237
Grenada, Caribbean	November 1983	14
Spain	February 1984	17
Spain	July 1984	9
Gander, Newfoundland	12 December 1985	256
Space Shuttle <i>Challenger</i>	28 January 1986	7
USS <i>Stark</i>	17 May 1987	36
Barcelona, Spain	26 December 1987	1
Naples, Italy	14 April 1988	1
Greece	5 July 1988	1
Lockerbie, Scotland	December 1988	25
USS <i>Iowa</i>	19 April 1989	47
France	3 May 1989	5
Panama	21 December 1989	23
Kuwait/Iraq	7 August 1990-1991	310
Germany	29 August 1990	13
USS Iwo Jima	30 October 1990	10
USS Saratoga	22 December 1990	20
DESERT SHIELD	2 August 1990 - 15 January 1991	42
DESERT STORM	16 January - 15 May 1991	268
Montana	November-December 1992	13
Mogadishu, Somalia	September 1993	23
Kenya, Africa	18 March 1994	7
Iraq	14 April 1994	15
Croatia	3 April 1996	33
Camp Lejeune, North Carolina	10 March 1996	14
Dhahran, Saudi Arabia	25 June 1996	19
Southern Afghanistan	9 August 2011	30

AMERICA'S PREEMINENT EXPEDITIONARY AIRLIFT TEAM"



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